

# ANTILLEN REVIEW

Vol. I, No. 3

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**RTC: Foreign powers  
dictate terms of  
reference**

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**Containerization of  
the region**

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**Shameless waste of  
monumental heritage**

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**Teacher's congress**

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**Shell and COT  
versus Curaçao**

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**"A mind playful but  
balanced":  
Luc. Tournier**

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**The drinker will  
always be king**

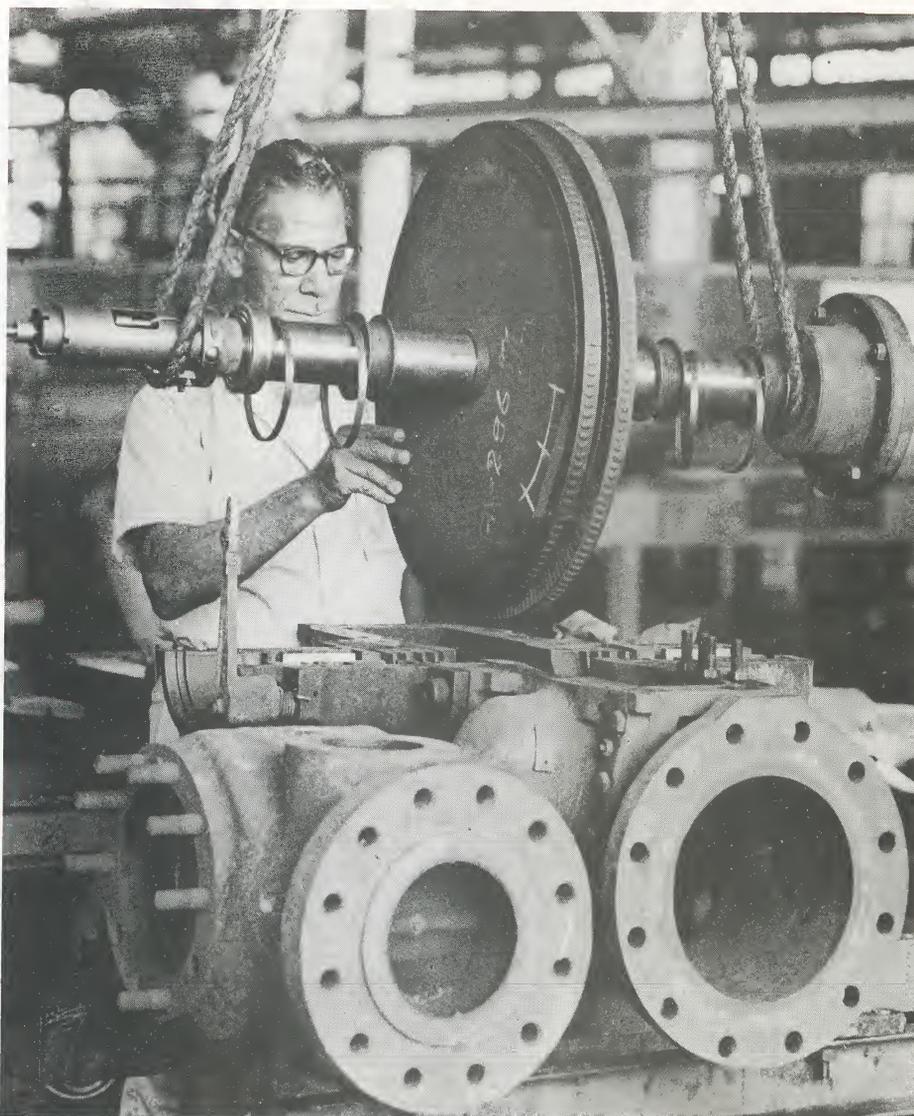


foto Hart's Camera

**Industrial development:  
Will the Antilles repeat the  
Irish success story?**

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# LITER

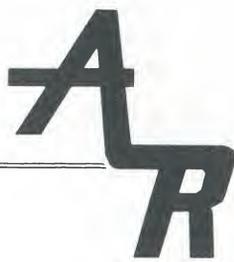


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## FROM THE EDITOR

The ability to marvel, the textbooks say, is the secret of good journalism. It is also the trademark of creative living. Contrary to what the common place prophets of doom love to broadcast around, there is still a lot of that life style to be found on the Antilles. Or should one speak of a resurgence of creative thinking?

We tend to have our vision on society distorted by what is commonly called 'news'. But travelling around the islands one meets a surprising number of people, who in their particular field are involved in imaginative projects, which rarely make headlines. This applies to the world of business and economics as well as of education and social work. Highlighting these developments is at least as important as signalling failures and malfunctioning.

The problems besetting the country are many and often of an intricate nature. Only by trying can we hope to solve them. There is every reason to marvel at the amount of trying and the ingenuity involved. Staying with journalism, there is a remarkable growth

of non-professional monthlies to be seen. A most important development with a view to democracy. People obviously wish to be involved and as the parliamentary system is not functioning all that well, they are now creating their own channels to voice their opinions.

The contribution this small-scale press has to give to community building cannot easily be overrated. Hopefully this will be recognised by both the authorities and the private sector. Creating financial possibilities without interfering is a must not only for the future of these publications but for the community as well.

\* \* \*

Attentive readers of AR will notice subtle changes in the lay-out of the magazine. Young as AR is we are happy to learn and improve both content and appearance of the magazine. A special word of thanks goes to mr. H. Folkertsma, editor of Elsevier's special publications, who helped us prepare this third issue.

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# JET SERVICE BETWEEN THE NETHERLANDS ANTILLES

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## R.T.C.'s hidden agenda

### Foreign powers dictate terms of reference

Foto ANP



*Small talk between prime-ministers.*

When the delegates to the Round Table Conference between the Antilles and Holland met last February in The Hague ostensibly to discuss steps, which might eventually lead to Antillean independence, the die had already been cast in favour of a continuing 'présence néerlandaise'. The triangle Caracas-Washington-Paris reportedly dictated behind the scenes the margins within which Holland was allowed to manoeuvre. How to keep unruly Aruba in check and allow for Antillean sentiments without trespassing beyond those margins, became the real issue of the conference.

#### 'Caracas'

Venezuela's objection to a possible split up of the Antilles caused by Aruba has been known for some time. When Dutch minister van der Stee in charge of Antillean affairs visited political cronies in Caracas last January, the message could not be mistaken. Discussing the Antillean case with Christian Democratic leaders Caldera and Calvani, van der Stee was told that the Venezuelans opt for a united Antilles under the umbrella of the Kingdom of the Netherlands. Betico Croes, Aruba's independence champion, was written off during the conversation as a

'firebrand'. After what happened in Grenada the Venezuelans are not prepared to take any chances with the small islands just off their coast.

#### 'Washington'

Neither are the Americans. Former Dutch premier Barend Biesheuvel on his way home from the Antilles in 1968 met president Nixon and Alexander Haig to discuss possible independence for the Antilles. Already then the message was loud and clear. He might as well forget about it, he was told. With Haig now at the helm of the State Department one can hardly

expect a change of policy. Indeed, when Sint Maarten's politician Claude Wathey — in Washington on the occasion of Reagan's inauguration — last January visited State, he was told so outright. Piet van Zeil, chairman of Holland's largest political party (CDA) recently sounded out Washington and was overheard in the RTC corridors confirming the USA's uncompromising attitude.

#### 'Paris'

A third and increasingly influential party is France. Serious problems in her 'départements d'outremer' — Guadeloupe and Martinique — have forced the French to strengthen their hold on St. Bartelomey and the French part of Sint Maarten. AR learned from reliable sources that France is seriously concerned about developments on Martinique and Guadeloupe, which are plagued by communist inspired agitation and extremists' activities. For that ▶

reason they are planning to build a satellite station on St. Bartelomey in order to safeguard their communications in the area. The recent visit of a French concorde to St. Maarten, according to insiders, must be viewed in the same light.

**'Lagoon'**

The chartered flight carried amongst its passengers a number of French Officials, amongst whom high military personnel, coming to visit a proposed development project in Orient Bay on the French side of the island. During the visit a French General conducted talks with officials on the Dutch side, informing them of France's interest in a stable Dutch St. Maarten under a friendly regime. He made it quite clear that Paris will not welcome any kind of shaky independence on that side of the island. The bait offered is a new runway in the Simpson Bay Lagoon, which is partly French and partly Dutch territory, opening up St. Maarten for the largest kind of planes. France apparently is prepared to push the project, as it has been prepared to help assure ECC



Alexander Haig.

assistance for the enlargement of the airport's platform and terminal. A project which was recently approved in Brussels. This 20 million undertaking, one of the most expensive ever approved by the European Community, became possible because France, Holland and Germany joined forces. As was whispered in the RTC corridors: France and the Netherlands found each other over St. Maarten.

**'Margins'**

The margins thus set by the aforementioned powers limited the Dutch role at the conference table. On the one hand they could not afford to let the quarreling Antillean islands part ways. On the other hand they had to give the Antilleans some leeway to express their independence feelings, even though the majority of them confess to the impossibility of such a status. Moreover the Dutch are anxious both for domestic and international political reasons to forego an image of colonialism. The Arubans offered them a most welcome chance to achieve this by demanding the recognition of the right of self-determination for each of the islands. The Dutch went along, fully realising the fictitious nature of this right, which stands in flagrant opposition to the principles laid down by the United Nations. The right of self-determination had already been granted to all six islands

together in 1954. During the seemingly endless discussions at the RTC on the nature and timing of a transition period before possible independence, minister van der Stee warned Aruba that the Kingdom is not a pigeon-house. Few probably realised the full meaning of his remarks. Although it must be said that observers noticed a subtle change in Mr. Betico Croes' attitude at the closing session of the conference. His hitherto unconditional demand for Aruban independence by 1991 was tuned down considerably by: 'unless the Aruban people desire otherwise'.

A shrewd move, which may enable him in due time to retreat to his original position of claiming more freedom from Curaçao without too much loss of face. Whether this is so or not, it seems at least reasonable to believe that Mr. Croes has become aware of the margins, within which he too has to manoeuvre.

**'Rear-guard action'**

The decision to postpone the second session of the RTC till after the general elections in Holland coming May indicates that Holland has little doubt about the outcome. In particular because political The Hague has agreed that the outgoing government can continue handling the RTC. Meaning that a change in the political scenery will have no implications with regard to its position. Even if the socialists would again rise to power, they too will have to fall in with the international demands. Against this background most of the RTC's dealings look like rear-guard action. In fact almost the complete agenda (also of the second upcoming session) is concerned with internal Antillean matters.

On the face of it Holland's role is confined to keeping Aruba in line. The other islands will cause little trouble. Bonaire has no clear vision of what it wants. Mr. Rudi Ellis's 'remark' that any people with self-respect is in favour of independence' must be interpreted as meant for voter's con-▶

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sumption. The Curaçao delegation is too divided on local issues to throw any weight into the scale. Caught between a psychological need for independence and the awareness of the irrationality of such a desire it did not and is not expected to arrive at a clear cut vision. The National Government's delegation was on the whole too little versed in the matter to be able to give a substantial contribution or as far as the Dutch were concerned cause any trouble.

**'Satisfaction'**

The only delegation, which came away from the conference table truly satisfied, was the one of the Windward Islands. The latter's populations have no aspirations in the direction of independence whatsoever, not being burdened with a psychological need for it and fully conscious of the fact that maintaining close ties with Holland can only bring them more prosperity.



*Alfons van der Stee.*

Windward Islanders have noticed with satisfaction that since there has been talk about possible independence, investments from abroad — notably Holland — have increased rather than decreased on their islands. They take this as a reassuring sign.

**'Liber'**

It should be observed in connect-

ion with the last paragraph that Venezuelan investments in the ABC islands, have also increased considerably during the last few years. The implication of which can not have gone unnoticed by the local politicians. Several of them reading the signs of the time have started changing their semantics by replacing the word independence by the concept 'liber' (freedom). They may well be doing the people a great service.

For whatever the RTC may be about, independence is not its real concern. All the talk about a transition period, (which has even been stripped of a time-limit!) has no other function than of a well laid smokescreen.

Which does not preclude the possibility for the Antillean people to take their place amongst the nations as a proud and free people within the limits forced upon them by the international situation. ■



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Coral Cliff Hotel and  
Princess Beach Hotel

*Office Buildings:* In "Villapark Rooi Catootje" several 1-, 2- and 3 storey office-buildings

*Houses:* Luxury townhouses in "Villapark Rooi Catootje" and elsewhere

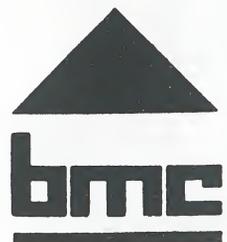
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## Need for museum

***“History should be tool to create future”***

Past-times are still tangible. Tradition has not yet succumbed to the myth that progress equals life. But those days are almost over. Bonaire is rapidly catching up with modern times, experiencing both the few blessings and many frustrations thereof.

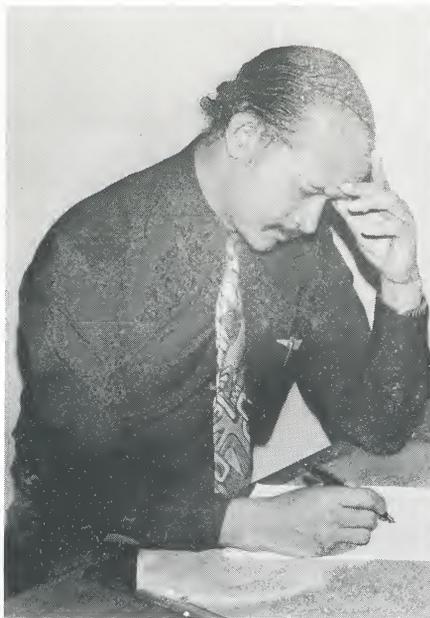
### **‘Dream’**

No-one on the Flamingo island is probably more conscious of this inevitable process than poet, painter and philosopher Frans Booi. For years he has been collecting whatever seems to have historical value. “People must have an aim in life”, Booi declares, adding that “a knowledge of one’s roots is thereby indispensable”. He dreams of a museum, which will be functional for the education of the young, keep true values alive and help Bonaire to create for itself a wholesome future.

### **‘Collection’**

For that purpose Booi collected articles, pamphlets, books, paintings, photographs, furniture, utensils and all sorts of bric-à-brac. His collection reflects the different periods of Bonaire’s past. Some of it goes back even to Indian times. Booi shows AR proudly a first set of drawings for a book on the history of architectural styles on the island, which he hopes to publish soon.

“The most important question”, Booi states, “concerns the interpretation of history”. He abhors the tendency to subject the heritage of the past to the narrow confines of spiteful ideologies. The



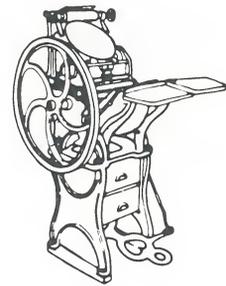
*Poet, painter, philosopher . . . .*

study of history, according to Frans Booi, should broaden the mind and lead to a better understanding of the present.

### **‘Maybe soon’**

As the embodiment of that vision, the gifted Booi would like to see the establishment of a museum on his island. His wish may soon be fulfilled. Just recently the six month old Foundation of Historical Monuments of Bonaire approached Booi and the government to combine forces for exactly that purpose. With all the preparatory work already done by Booi it should not be difficult to move fast on the project.

Talks are still going on but mr. Knuf, president of the afore mentioned foundation, expressed to AR his strong conviction that deeds will follow soon. ■



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# Containerization of the region

## *The Aruban case*

Aruba is to have its own container harbour. The costs are considerable: 43 million Antillean guilders. The risks implied even greater. Motivated by political reasons rather than economic feasibility, the project draws a heavy mortgage on the small island's solvency both in financial and spatial terms.

The decision to construct a fully equipped container terminal on Aruba has far-reaching consequences. Transport to and from the island (pop. 64.000) is too limited to justify the costly project. It is estimated that container terminals to be economically viable should at least have an annual turn-over of 30.000 to 40.000 containers, which is almost three times as much as Aruba needs for domestic purposes. Obviously the island's authorities hope to attract a fair share of the growing international container transport by offering transit facilities. Aruba's geographical position is no doubt a great asset. But a number of factors, outside Aruba's control, indicate the hazardous nature of the undertaking.

Transport to and from the South and Central Americas is to be Aruba's obvious market. At the moment, however, there is hardly any container transport in this area at all. Only 3% of the cargo volume between South America and the USA is presently containerized. A figure which contrasts sharply with e.g. the 90% between Europe and the Far-East. Reasons for this situation are fivefold:

- supply in South American ports is minimal. Products like coffee, cotton, cocoa, wool and fruit are rarely transported by container.
- trade-unions in most Latin-

*Port and Oranjestad: utilizing every inch of space.*



foto Hart's Camera

## ARUBA

American ports oppose container transport because it threatens employment.

— few of those ports moreover have the necessary infrastructure for such transport. Only in Brasil, Venezuela and Honduras has a modest start been made to improve port facilities.

— of the South American shipping companies few dispose of container ships. As most governments on the continent conduct a protectionist policy with regards to their mercantile marines, foreign lines have little chance of stepping in.

— most of the afore mentioned South American companies moreover have recently bought multi-purpose vessels. A change-over to container ships may therefore not be expected for some time.

### 'Prognosis'

Container transport to and from South America should be picking up as from 1985. This will depend largely on whether Brasil and Venezuela will change over to containerization on a large scale. If so, Argentina, Peru, Chile and Colombia will no doubt follow suit. The construction of a terminal in Rio de Janeiro, the improvement of facilities in La Guaira now underway and plans for a terminal in Buenos Aires point to a possible breakthrough by the middle of this decennium. Many products like coffee, fruit, rubber, palm-oil, tea, wood etc. will by then be shipped by container. A development which would balance incoming and outgoing container traffic and as a consequence stimulate containerization. In that case Aruba might have a chance to function profitably as a transit port.

### 'Competition'

Competition in the region is fierce. Index I shows the most characteristic features of container terminals in the Caribbean. Index 2 lists the most important terminals in TEU-terms.

In the meantime, i.e. since 1978, a number of new terminals are either under construction or have

recently been completed. San Juan's facilities are continually being extended. Jamaica put into use a third all-container crane in 1980. Construction of a terminal with two 40-ton cranes was recently completed in Guadeloupe. St. Lucia is rapidly becoming one of the largest terminals in the region. Cuba is soon to have a new terminal with two all-container cranes. Also in Martinique a new terminal is under construction, while the facilities in Port of Spain are being enlarged and re-organised.

Some of these ports are exclusively serving domestic needs. Others are more ambitious. San Juan is the most important transit port of the moment.

Jamaica, with trans-shipment of 82.000 containers in 1979 (of which 75% transit), a fair second. A remarkable achievement taking into account the political upheavals which plagued the island during that year!

St. Lucia, Port of Spain, Curaçao and others are all aiming at catching a share of the growing transit business. In other words, Aruba is entering a highly competitive market.

### 'Kingston'

The reasons for Jamaica's success are noteworthy. Kingston's port is extremely well situated with regards to traffic between North and South America, and Europe. Ships using the Panama route pass by Jamaica at short distance. Making good use of this geographical advantage, the Jamaicans included transshipment possibilities from the beginning in the planning of their port facilities, in particular with regards to reserving space for storage. To ensure effective cooperation the Free Zone, which brings in 2000 containers for transshipment, was placed under the management of the Port Authority. Transit shipment is favoured with a 25% tariff reduction. And last but not least port management in Jamaica is highly professional. ▶



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## ARUBA

### INDEX 1

Country	Port	1978		1979		Number of berths	Length of quays	Draught	Area ha	Storage	Number of cranes	Number convent cranes	CFS	
		Number cont.	Tonnage	Number cont.	Tonnage									
Cuba	Havana	UNDER CONSTRUCTION				4								
Haiti	Port au Prince	13.250 @	239.129	14.304	255.791	3	985	9.75	14.9	900	1	—	yes	
Dom. Rep.	Rio Haina	—	—	—	—	2	500	7.92	3.3	—	1	1 topkr.	yes	
Jamaica	Kingston	81.884	1 mln.	83.000	1 mln.	3	1000	12.19	18	—	3	—	yes	
Puerto Rico	San Juan	565.500	4.5 mln.	576.000	4.7 mln.	12	1900	9.14	40 (+)	—	7	diverse	yes	
Bahamas	Nassau	33.652 @	185.000	38.000	200.000	3	230	4.88	—	—	—	1 mobile	yes	
Guadeloupe	Point a P.	—	—	—	—	1	235	11	10	1	2	—	—	
Martinique	Fort de Fr.	A CONTAINER TERMINAL IS UNDER CONSTRUCTION. NO DATA AVAILABLE												
Antigua	St. Johns	—	—	1.000	—	1	366	13.5	8	—	—	2 mobile	yes	
St. Lucia	Castries	—	—	—	—	1	350	12.6	—	3500	—	1 mobile	—	
Barbados	Bridgetown	13.906 @	—	—	—	1	215	9.6	5	1200	1	1 mobile	yes	
Trinidad	P. of Spain	36.384 @	—	—	—	1	183	8.23	10	—	2	1 mobile	yes	
Aruba (planned)	Oranjestad	10.000	—	10.000	—	1	250	11.30	4	400	1	—	—	
Curaçao (planned)	Willemstad	—	—	15.717	126.361	1	500	11.00	10	—	1	1 mobile	—	

Source: Containerisation International Yearbook 1980, Jane's Freight Containers 1980; div. publications in TEU (Twenty Feet Equivalent)

### INDEX 2

1978

1. San Juan	1.112.535 TEU
2. Kingston	143.297 TEU
3. Port of Spain	36.384 TEU
4. Nassau	33.652 TEU
5. Curaçao (estimated)	ca. 20.000 TEU
6. Freeport	16.708 TEU
7. Aruba (estimated)	ca. 14.000 TEU
8. Bridgetown	13.906 TEU

Source: Containerisation International Yearbook 1980.

### 'Transport'

Developments in container shipment are a third and most important facet to take into consideration. Most of such shipment is at present done by multi-purpose vessels. But it seems reasonable to expect that during the eighties the so-called third generation ships, exclusively for container transport, will be used increasingly on all the seas. This type of vessel has a capacity of 2500-3000 TEU, a draught of 12.5 metres and a length of 275 metres.

At the moment there is not a single port in the Caribbean geared

for this type of ship. A probable exception may be St. Lucia. The introduction of third generation container-ships will strengthen the so-called 'main-port effect'. From a few centrally located ports containers will be shipped by feeder-lines to destinations in the area.

In the Caribbean this development will accelerate the already existing trend towards concentration (San Juan and Kingston).

With a view to Aruba's chances, it must be observed, however, that shipping lines prefer flexibility and therefore like to keep their options open. Though concentra-

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tion may be expected it will certainly not be exclusive.

### Aruba'

The implications of all this for the planning of a container terminal on Aruba are evident. A careful and continual analysis of market and transport developments will have to be undertaken in order to determine the necessary requirements.

Aruba's nautic circumstances are reasonable. The fairway to the harbour is excellent and has a draught of 12 metres. The present traffic of conventional ships gives no problems. But at the introduction of third generation ships it will be necessary to deepen the channel to approximately 13 metres.

The amount of space needed depends on a number of factors. A terminal constructed only for domestic needs, estimated at a maximum of 18000 TEU yearly, would require 5 to 6 ha. unless

chassis and toploading are combined, in which case 4 to 5 ha. would suffice.

But a terminal with transit facilities, as intended, will need at least 10 ha., which is quite an investment for a small island like Aruba.

As noted above container terminals are estimated to become viable at a through-put of 30.000 to 40.000 containers. For Aruba this means that some 20.000 containers have to be attracted on top of those serving domestic needs.

No small feat considering that nearby Curaçao, which already handles 25.000 containers, has started construction on a terminal as well.

### 'Decision'

The decision to proceed with the project was taken for political-strategic motives rather than economic feasibility. A first report made by Dutch experts (see AR

vol 1, no 2) suggested the improvement of existing facilities for the purpose of domestic requirements. The Aruban port was viewed as complementary to Curaçao. The discussions which followed the 1977 report were heavily influenced by Aruba's desire to become more independent from its larger sister-island. Later studies like 'What is called independence?' (A. J. Butter) and a report by the Institute of Social Studies (The Hague) justify the decision to build a full scale terminal by claiming that the economies of Aruba and Curaçao are competitive rather than complementary. Moreover the decision agrees with the adopted principle that all islands should have equal chances on their road to independence. Holland's willingness to make the necessary funds and advice available, does indeed give Aruba a fair chance.

Whether the project will be a success is, with a view at the odds, still a very open question. ■



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# OTEC to generate energy from sea

by Harry C. Walters

Almost unnoticed phase number One of a futuristic energy-producing programme bearing the rather suggestive name OTEC, started earlier this year on Curaçao. Spelled out the four-letter word, however, conveys the purpose of the project in accurate but no oily terms: Ocean Thermal Energy Conversion.

Utilising the 20-degree Celsius difference in temperature between the ocean's surface (26-28°) and the waters at 700-800 metres depth (6-8°), energy will be generated by means of heat conversion and the use of high pressure (over 1 atmosphere), enough to supply a power-station of 50 MegaWatt. The sharply risen costs of oil and other fossil sources of energy make this method highly competitive.

Research is in its last phase and should yield the necessary data by May next. A pilot project serving a 10 MegaWatt station planned to be operational by 1985, is to precede the definite setup which will be completed by 1990.

This futuristic undertaking is a joint effort of the Hollandse Beton Groep (Rijswijk), Delta Marine Consultants, Tebodin (Haarlem), the Dutch Ministry of Economic Affairs and the Curaçao Island Government. Heat conversion is a kind of solar energy generation. One of the advantages of the method is that it does not need large surface constructions like sun-heat collectors or expensive installations like windmills. The wide expanse of the ocean is free of charge and even when the sun does not shine heat is stored for considerable time.

The low return — only 7% of the available energy can be converted into electricity as compared to

40% in traditional powerplants — is balanced by the unlimited supply of the basic requirements. OTEC-studies show that their 50 MegaWatt station will have a total expenditure of US\$ 670 million over twenty years. An oil operated plant cost US\$ 2839 million over the same period. And a coal using station would still be twice as expensive.

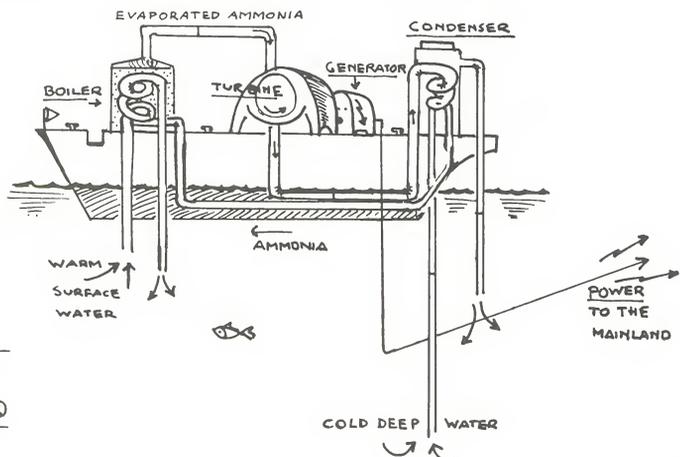
The construction of both the pilot and definite stations will be simple, using a concrete platform (see drawing) which will be situated 8 kilometres offshore the existing powerplant at Mundo Nobo. The electricity will be transferred by means of underwater cables.

The advantages of placing the proposed plant near Curaçao are many but by no means exclusive. The island gives protective shelter against sudden wind blasts and lies outside the hurricane zone. But the same could be said of f.e. Margarita, Aruba and Bonaire. Moreover they all share in the enormous supply of heated water which equatorial currents transport into the Caribbean sea all through the year. This amounts to 10 million cubic metres per second with a temperature difference of 20 degrees Celsius.

Thorough research conducted over many years has been put to use preparing the project. Such as the hydrographic measurements taken by the MMS Luymes in 1970-1972 and temperature statistics covering a 30-year period. The present research therefore is free to concentrate on studying the platform requirements, the most suitable heat convertor and the ideal diameter of the cold-water pipe (see drawing).

The only serious problem still unsolved is who will supply the necessary funds. Expectations are that the Dutch Ministry of Economic Affairs, which paid the initial costs, will be willing to advance another 2.5 million guilders to complete phase number One. A suggestion by the Dutch to use funds earmarked for development aid has been turned down by island-commissioner Willy Franco: "this is a Dutch project serving their industry, which aims at selling similar plants in Africa, the Caribbean, South America, Indonesia, Hawaii etc. It doesn't seem right to me to use development funds for that purpose".

Whoever will pay up, it is obvious that the project will be of great profit to Curaçao besides being a showcase for other Caribbean islands and countries beyond the region. The vast supply of a free energy source on its doorsteps promises a welcome escape from the strangulation of rising oil prices. ■



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# Shameless waste of monumental heritage

Demolition of one of Curaçao's most beautiful historic buildings started at 7.30 a.m. on Saturday the 28th of february 1981. Six hours later the work was completed. All that remained was a heap of rubble, the frustration of those who for years had tried to save the building and the indignation of the public. Sheer negligence on the part of the authorities led to this shameless waste, which even then – according to several architects and the demolisher – was not really necessary.

## “History”

Roefstra was one of the few monumental houses left, reminding today's generations of Curaçao's past. It was no doubt in bad shape but should and could have been saved. On January, the 27th of 1977 the Foundation Historic Monuments drew by means of a letter the attention of the government to the fact that Roefstra was rapidly dilapidating. The Foundation offered to take charge of the restoration. Exactly one year later January 1978 the Prime-Minister wrote back informing the Foundation

that the government had decided to restore the building itself. On the 10th of July 1978 the Foundation approached the government again, noting that nothing had been done yet and again offering its services. No reply was recieved. AR learned, however, that a decision had been taken by the government and approved by the appropriate committee of the Staten (parliament) to hand over the property to the Foundation Historical Monuments. The Foundation, however, was never officially informed!

The government was again notified of the by now seriously worsening situation by letter, dated the 30th of January 1980. Again no reply was received.

In spite of the inexplicable (and inexcusable) silence on the part of the government, the Foundation proceeded to discuss the possibilities of financing the project with the Ministry of Finance and the representative of the Netherlands. Prospects seemed quite hopeful.

In order to stop the looting by private citizens the Foundation's board decided to have a railing erected around the building. It should be observed that the Foundation had no formal authority to do so! Early January it even invited architects Zingel, Broos and van Werkhoven to draw up plans for the restoration. Chairman Schiltkamp kept on calling the government to transfer the property officially to the Foundation.



foto by W. Spencer

## ‘Demolition’

The process of dilapidation had in the meantime proceeded largely because of continuing looting. The foundation decided to provide the most needed reinforcements to save the building. Heavy rains during the weekend of 23-24th of February prevented the workmen to begin their job and caused part of the building to come down. The

front of the building with tympan stayed upright and according to the architects was not in danger of coming down. Architect Nolte, board-member of the Foundation, contacted the head of the National Office of Works, mr. H. Sprock, and was informed of the intention to demolish the building. All arguments were in vain. Mr. Nolte then proposed to investigate the situation with a team consisting of representatives of the Office of Works, the Department of building inspectors, architects Zingel-Broos and v. Werkhoven, mr. J. Kleyn and himself to formulate an advice. Mr. Sprock readily concurred and promised to set the date and hour for a meeting on the spot. Mr. Nolte informed all the afore men-▶

foto by W. Spencer



foto by W. Spencer

*Chairman J. Schiltkamp.*

tioned members of the investigating committee. Mr. Sprock never called back.

As a last resort the Foundation appealed to the National and Island Governors. No reaction came forth. On Saturday morning the 28th of February the demolition team arrived at the site to do its sad work. Within minutes it became clear that there was no danger of any sort. Even the demolisher himself was flabbergasted. Whatever motivated Mr. Sprock to get Minister Eisden to

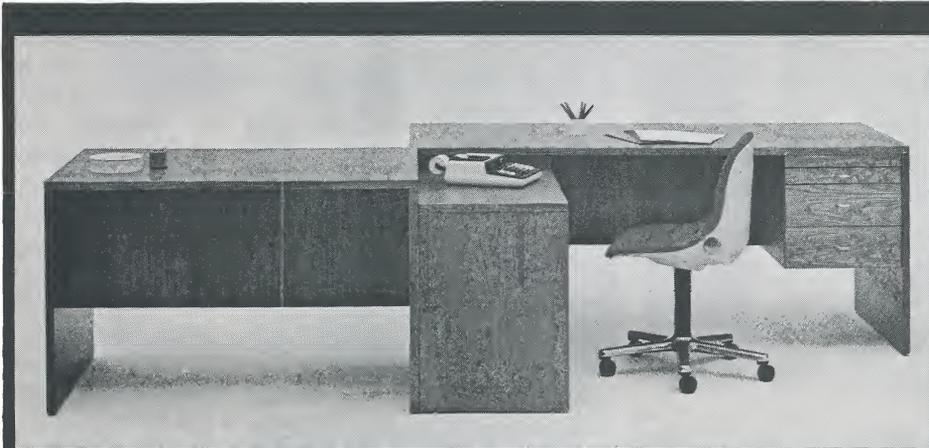
sign the order to demolish, it was not a technically sound advice.

**'Bad omen'**

AR learned that the Foundation Historic Monuments has still not given up the fight. Apparently they are prepared to see whether they can rebuild the monument. The least the government can do is to grant them that chance. Reviewing the history of this case there is, however, little reason for optimism. Apparently saving the historic beauty of the island is not

one of the priorities of the authorities. A bad omen indeed for other properties owned by the government.

Properties like Santa Martha and Knip, which are also subject to a process of rapid dilapidation. On the morning when Roefstra was demolished the public present showed its indignation. AR joins them wholeheartedly and hopes that the authorities will take notice. For any people that disregards its past has no future to look forward to. ■



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# Teacher's congress milestone in education

by E. N. Wilson-Bosch



Educationalist Wycliffe Smith.

photo by E. Wilson-Bosch

Three hundred teachers from St. Eustatius, St. Maarten and Saba met early last February to discuss the role of education in a changing society.

The conclusion of the week-endlong meeting: the Windward Islands society is going through a process of rapid change and education has not kept up the pace. Thus the participants wrote their own challenging agenda for the coming years.

## 'Society'

'Over the last ten to fifteen years St. Maarten has been violently shaken by a dynamic tourist boom the tremors of which are reverberating on Saba and St. Eustatius. The rate and extent of the economic development of St. Maarten is probably unparalleled in the Caribbean.' Words from the inspiring speech of minister of education Jacques Veeris, who went on to name the consequences:

- a population increase of more than 100% in ten years.
- an unprecedented flow of consumer goods to the islands due to cultural influences of the USA.
- the introduction of modern means of communication and transport while the infrastructure equipped to handle all this is lacking.
- the breakdown of the family structure because mothers and even grandmothers went to work.
- a clash of life-styles and value-systems because of the massive arrival of tourists and immigrants.

As a result many of the older people have lost their bearings

and the younger generations lack orientation towards the future.

## 'Challenge'

The conference choose to deal with this development as a challenge. Veeris voiced the feelings of the participants when he said: "Instead of being swept away by these big waves we

should rapidly mobilize all internal creative power and capacity to absorb, manage, and use the new contacts and relations as opportunities to enhance our own interests and reach our own goals."

This challenge applies in particular to education. The system-designed for the Dutch society-has become dysfunctional to the local, cultural and economic realities.

The introduction since 1932 of the Dutch language replacing the vernacular has not helped either. The closing down of the teacher's training college years ago and the discontinuation of boarding facilities on St. Maarten for youngsters from the smaller islands indicate a process of regression! And may be worst of all, education has become the sole prerogative of the educators. It was felt at the conference that the schools should be returned to their rightful owners: parents and society. Dividing themselves into 25 workshops the participants grappled with these and many other urgent problems like curriculum design, duties and privileges of teachers, professionalism, integration of elementary-secondary education etc.

The sense of urgency tangible throughout the congress may be interpreted as a hopeful sign.

## 'Adjustments'

Although the total picture was felt to be bleak, it was also noted that some adjustments are underway already. On St. Eustatius and Saba attempts are being made to comply with society's demand for secondary education. ▶



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A technical centre has been established on each island. Domestic-science classes for girls were started on Saba. Various types of vocational training are by now well established on St. Maarten. But all these adjustments are within the existing educational framework and must be rated 'just plasters for the educational wounds and sores'. The upsurge of private educational initiatives in the Windwards — using English, different educational philosophies and theories of learning — were seen against this background. It was felt that these schools, which sprang up because of community needs can no longer be ignored.

**'Planning'**

The need for a fundamental reorientation of the educational system was clearly established. The temptation to move fast on

the other hand was recognised and withstood. The conference took to defining the goals, means and needed programmes to train those involved in enacting the required changes. The foundation was laid for an educational policy paper, which the minister of education hopes to finalize before the end of the year.

A most important tool to further the process of change is the Windward Islands section of the Department of Education. This section has experienced a rapid growth: from no representation of the minister of education four years ago to a department with two inspectors, two guidance officers, a section for grants, a broader administrative staff and (a recently appointed) linguist, all of them qualified and dedicated Windward Islanders. Head of the section is Wycliffe Smith, who was also the driving force behind the congress.

**'Involvement'**

The Windward Islands have come a long way as far as education is concerned. From no official elementary school around the turn of the century to 12 elementary schools in 1980; from no kindergarten to 12; from no secondary education in 1930 to 8 different types fifty years later; from a handful of scholarships ten years ago to some 60 in 1980.

To gear the existing schools to the need of modern society and create new types of education many others besides the educationalists will have to be involved. The most important factor in any process of social change is people. The organisers of the congress were well aware of this truth. For that reason they invited representatives of the community to partake, notably parents, thereby setting into motion a much needed process of democratization.

*A great drink....*

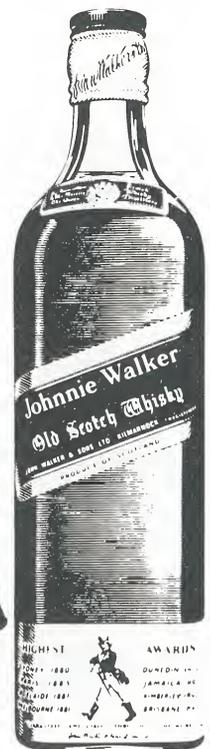
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# Saba's industrial development

## Belt factory leads the way

Not only tales from a grandfather's pipe can be told about small and beautiful Saba. Nor is justice done to the island by just mentioning its exquisite scenery or taxidriver Bobby's dirty jokes, as Time Magazine did not too long ago. It certainly is a last preserve of peacefulness although such romantic descriptions have a slightly condescending edge pleasing as they may be to the overtravelled sophisticated. But Saba is also and may even be foremost a remarkable success story of development planning.

### 'Timing'

Careful timing of the Dutch funded construction projects has kept Saba's labour force (total population 1017) almost continuously employed over the past years. A planning made possible by the fact that most of such projects like the construction of roads, an old people's home, hospital and technical school, were carried out by the government itself. Much to the surprise and pleasure of the Netherlands this method also enabled the Sabans to stay well within the respective project-budgets. A drawback, however, seemed to be that a disproportionate percentage of the labour force became government-employed. And as no one can expect development projects to continue forever, this may in the end prove to be a heavy if not unbearable burden for the local government.

A solution might be to attract in the meantime suitable light industries producing for export markets. The arrival of one such industry on Saba just over a year ago seems to prove this point.



foto by R. Snow

*A lot of patience is a joy for ever.*

### 'Quality'

AR visited the SABA RANGER NV. just after the company started production early in 1980 and again one year later. The story it found is promising. SABA RANGER manufactures leather belts for an American parent company. Presently it produces 21 different types of belts with a total turn out of 2000 a week. The high quality leather is imported from the USA, England and Italy. The finished product is exported to the USA.

Transportation to and from the island, according to manager Colin Withington, gives no problems. In fact he praises the efficient services of WINAIR, recalling how a load of belts which left Saba on a Wednesday was on sale in the shops of Boston exactly two days later!

### 'Incentives'

What induced the company to settle on Saba was the possibility of a tax-holiday for ten years, freedom of import duties in the USA on leather goods made in the Neth. Antilles and the availability of suitable labour. SABA

RANGER now employs eleven women and two men. Withington, himself British but married to a Sabanese, is quite satisfied with the skill his employees developed in a relatively short time. Sabans have a lot of patience, which is an asset in this kind of industry, he comments.

### 'Problems'

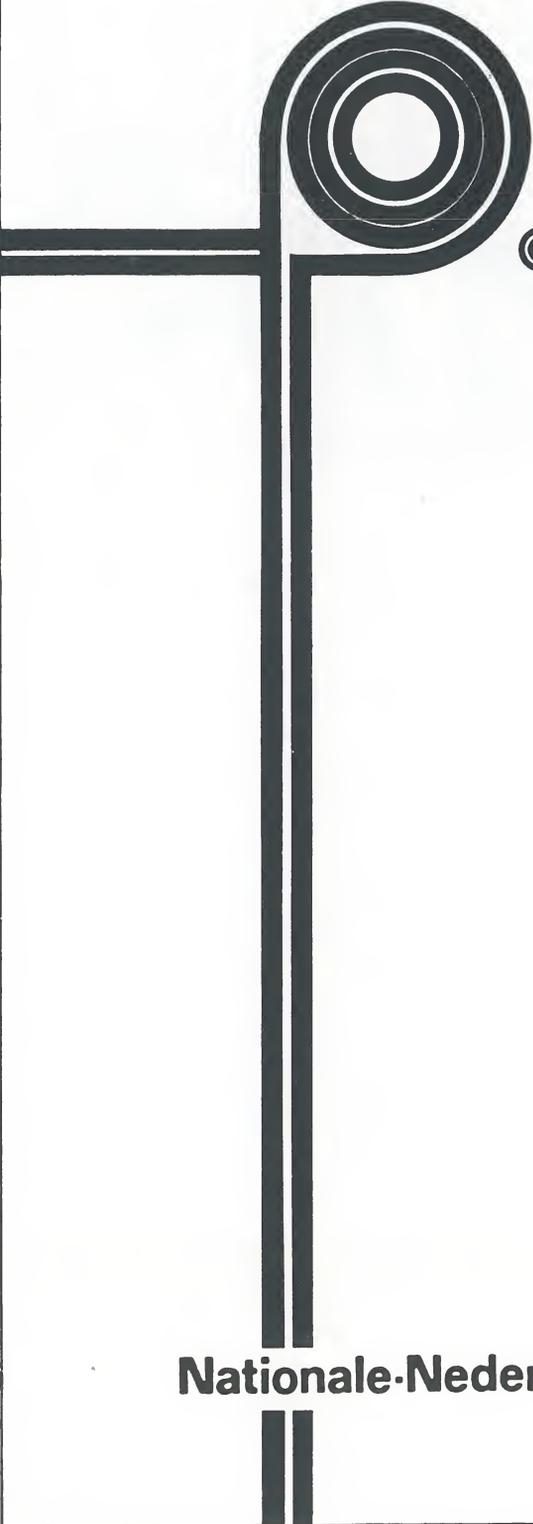
Saba is ideal for this type of light industry, Withington believes. But he does see at least two problems. One is that male labour is scarce because the government has employed most available men. Their work conditions, he fears, are such that they will not easily leave their jobs to work for a private company. Women, apparently, are not very much inclined to go and work outdoors. Two factors, which may impede a much needed development on the island.

Asked whether he is satisfied with the results after one year in operation, the brisk manager replies: we have been doing quite reasonably. Reminded of the ten year tax holiday, Withington laughs and says: I know what you mean. But no, we are here to stay. ■

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## Ecumenism on crossroads

Will the Caribbean Churches turn away from the left and take up a more middle of the road position? — is a question much in the back of many minds as the preparations for the third Assembly of the Caribbean Conference of Churches (CCC), to be held on Curaçao from November 19th-25th, are getting under way. The meeting, which will be attended by some 350 church leaders and representatives, observers and journalists from across the Caribbean and beyond, will evaluate the work of the CCC over the past years and seek to clarify its role in the 1980's. Expectations are that the assembly will be mostly concerned with the question whether the ecumenical body should continue on its present course, which to many is far too much inclined to the left, or adopt a different strategy. Recent changes in the political scenery of the region may well help to tip the scale in favour of those who advocate a more balanced approach to the many needs the Caribbean churches wish to serve. If so, some drastic changes in the CCC's staff may be envisaged.

The choice the upcoming assembly faces is by no means a prerogative of the Caribbean. Liberation and social justice have featured high on the agenda of ecumenical bodies all over the world during the past decade. On the positive side this led to heavy involvement in development work and an often courageous stand against racism and the suppression of human rights. It also, however, seemed to imply for many of their leaders a one-sided preference for socialism. A choice which did not go down well with the majority of ordinary parishioners and as a result cut loose the ecumenical movement from its own grass roots.

Staffmembers of the CCC in par-



CCC-leaders Kortright Davis (l.) and Roy Neeball.

ticular showed a great interest if not appreciation for the Cuban and other socialistic experiments, and embroidered their sermons and writings with marxist concepts. This translation into political terms of their gospel-inspired siding with the poor and oppressed seemed to many to put an unbiblical limitation on the churches' role in society. (Reason why the Protestant Church of Aruba did not go along with Curaçao and Bonaire in joining the CCC).

Of great importance will be the attitude of the Roman Catholic Church, one of the founding members of the CCC, which under its

present leadership has taken a distinctly conservative course. Interesting too will be to learn the opinion of the European and American funding agencies, which will meet in Curaçao with CCC's leadership next month (April).

The ecumenical movement in the Caribbean has no doubt contributed in no small measure to the development of the region and few would like to see it go under because of political partiality. A turn to a less politically defined strategy may well be the outcome of what may be termed 'the crossroads of ecumenism in the Caribbean'.

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## Will the Antilles repeat the Irish success story?

The Irish, second poorest nation after Greece in the European Economic Community, did what the Antilles hope to do. Having wooed a greater proportion of inward investment into Ireland than any other single country in the European Community and stimulated with remarkable success their domestic industry to export (abroad), the Irish have set an inspiring example for other small nations much in the same position as theirs. But they did more. For several years now the Irish Export Board and the Industrial Development Authority have been making their acquired know-how available to interested governments abroad. Since 1980 the Antilles are one of the beneficiaries. Whether they will repeat the Irish success story is still very much an open question, but certain is that the first implementations of the proposed Industrial Development Strategy look quite promising. Aiming at the promotion of export activities an intensive market research already secured 168 export inquiries for 27 local companies.

Selection of suitable industrial sectors and subsequent identification of potential investors has led to serious negotiations with at least seven foreign companies. The recent approval of proposals to provide financial support for export-related initiatives of individual manufacturers by the Minister for Economic Affairs (submitted to the EEC for funding) will no doubt accelerate this promising process.

*Antillean Soap Company producing for export.*



foto by P. Elisabeth

Invited by the Antillean Government in 1979 and financed by the European Development Fund a joint CTT/IDA Study Team started preparations to draw up an industrial development strategy last year. Going over the 150 documents already written on the subject previously they soon had little doubt about the objectives such a strategy should have: alleviation of unemployment, diversification of the economy and improvement of the balance of payments.

Problem number one facing the Antillean islands, with the exception of Sint Maarten, is the high level of unemployment, presently estimated at 18%. Though variations exist, Sint Eustatius, Bonaire and Curaçao taking the lead, the future of all the islands in this context looks gloomy. In particular because almost 60% of the population on most islands is under 30 years of age. Taking into account that the labour force is expanding with 1.5%-2% each year, careful estimates have it that even allowing for existing emigration levels at least 20.000 new jobs will have to be created before 1990.

### 'Targets'

The employment structure also raises serious concerns about the long term viability of the economy. Close to 40% of the entire work force is employed in the public sector. A situation which cannot be sustained without high levels of aid. The productive base of the economy consequently is very small, employing only 16% of the labour force. A figure which contrasts sharply with the 40% average in developed economies. The industrial sector moreover is dominated by the oil companies

where employment declined significantly in recent years. The purely manufacturing base, concentrated on Aruba and Curaçao, represents only 6% of the work force.

The five major studies of the earlier mentioned 150 documents expressed great pessimism about the prospects of industrial development.

The experiences with Rockwell and Texas Instruments, which left at the termination of their tax-holiday, work practices and the no-dismissal law seemed to the writers to leave little perspective. The Irish advisers choose to disagree. Comments project-manager Michael Boyd: "to write off industrial development is a luxury the Antilles cannot permit themselves. They need it to alleviate their greatest problem: unemployment! With a good bit of characteristically Irish optimism and even more thorough professionalism, the team turned to research. What they soon came up with was the definite role to be played by the manufacturing industry. Careful analysis of foreign markets showed export possibilities for the small and largely domestic market oriented industry. Likewise they found that a welldefined and professionally implemented strategy should be able to attract foreign investors. Taking into account the existing structure of industry, cost trends, international investment trends and the promising sectors selected, the Study Team suggested that the main thrust of policy should be towards attracting and encouraging small scale industries, i.e. firms employing less than 50 people.

The main emphasis should be on job creation. A target of 1.250

jobs has in the meantime been established for the period 1981-'85, the bulk of which during this first period will have to come from new overseas industries (see table 1).

**'Foreign Investment'**

In order to achieve these targets first of all a strategy is proposed based on encouraging investment in export oriented companies employing highly skilled labour. The need for this orientation arises because the domestic market could never support the level of job creation envisaged.

Specific market opportunities have been identified for pumps and sporting goods in Venezuela. As the data in table 2 indicate, US-based firms are successfully exporting to markets of interest to the Netherlands Antilles, which suggests possible investment opportunities. In particular because production per dollar is higher in the Antilles than in the USA (and Holland).

The strategy developed then implies first of all the selection of sectors. Those already identified include medical equipment, engineering products, beverages, high fashion clothing and sporting goods. Next, according to the team, a careful selection of candidate firms to be approached directly has to be made. A first list of companies both in the USA and Holland has been drawn up and promotional activity has started. It goes without saying that such activity should be highly professional. The next step in the proposed strategy involves persuading genuinely interested companies to visit the Netherlands Antilles. One such visit of Dutch industrialists took place in November/December of last year. As a result it is probable that one factory — to manufacture potato snacks — will be established in Aruba.

Discussions are proceeding on six other projects.

**Incentives**

The Irish success, which resulted from much the same strategy, was mounted on the back of a highly favourable tax-break package and incentives like the provision of industrial halls, long term finance and subsidized training program-▶

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High skill is mentioned because of the sectors promising export possibilities. Preliminary research indicates f.e. good opportunities in sectors like high quality consumer products (sports equipment, liquor and giftware) and engineering and metal goods (pumps, heating and cooling equipment).

**TABLE 1**

**Job Creation Targets 1981-'85**

	Domestic	Overseas	Total
Aruba	90	235	325
Bonaire	50	75	125
Curaçao	185	415	600
Windwards	25	175	200
Neth. Ant.	350	900	1250

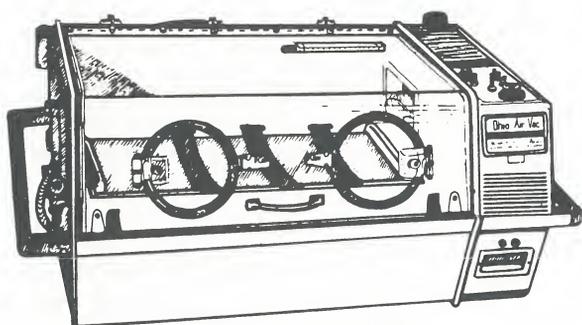
**TABLE 2**

**Selected US Exports to Markets in the Americas 1978 \$M**

Markets	Pumps	Measuring Instruments	Heating & Cooling equipm.	Tubes Pipes
Venezuela	96.0	65.6	92.0	48.0
Mexico	148.8	145.0	57.1	111.4

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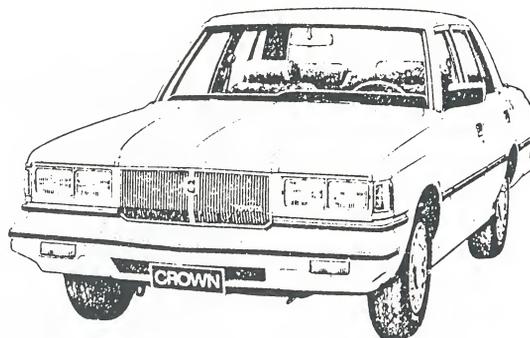
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mes. The Study Team's proposals follow much the same line. Changes in the corporate tax structure designed to encourage export activity by new companies (and to persuade existing companies to move in that direction) have been suggested. The provisions, if approved, would make profits arising from the sale of goods manufactured in and exported from the Netherlands Antilles taxfree until the year 2000. The same would apply to import duties on goods for further processing in manufacturing and capital equipment needed.

It is further proposed that a land-acquisition and industrial hall construction programme be started on each of the islands. Details concerning the amount of land needed and the preferable size of halls have been worked out. The availability of such provisions will no doubt be highly attractive to prospective investors. As would be the possibility of long term finance (7 years). It is therefore of great importance that the Development Bank be established and become operational during 1981.

The plans also provide for a scheme of labour training subsidies to encourage 'on the job' training in new industrial projects. In this respect it is note-worthy that SHELL and the Curaçao Dry Dock Co. have expressed willingness to make their special training programmes available at cost level.

#### 'export promotion'

Although in particular during the first five years the larger percentage of the job targets will have to be met by attracting inward investment into the islands, there is every reason to stimulate local enterprises to expand their activities and enter into exporting. This should apply particularly to the relatively small factories, which have found the local market too small for further growth. A first survey showed that most entrepreneurs know little to nothing about export possibilities, usually dispose of the wrong data, have a poor impression of shipping facilities and

because of the existing protective measures are completely domestic market oriented anyhow.

In short they lack information, advice and incentives. With the assistance of the Irish Export Board a programme of projects identification and market research was set up. Investigatory visits were paid to Barbados, Trinidad, Venezuela, Martinique, Guadeloupe, Haiti and the Dominican Republic. On return reports on market opportunities and specific enquiries were passed on to relevant firms. As a result of this intensive market development 168 requests were secured for 27 companies. Six firms have already received and shipped orders to four of the markets explored.

These include soap, disinfectants, empty tape cassette's, glacial, ponche cuba, Curaçao Liqueur and toilet paper.

Continuing in the practical vein an Advisory and Information Service has been set up, while market research is further developed. A shipping Guide — connections apparently are much better than most people think — and an Export Directory will be published shortly. Proposals for incentives, both tax-and subsidy-wise, have been forwarded to the authorities. As mentioned above the proposals to provide financial support for export-related initiatives were recently approved. Expectations are that the EEC will provide the necessary funds.

#### 'Institutions'

In accordance with the decentralisation trend all this industrial development activity will be the responsibility of the appropriate island agencies. This will include the active promotion of new projects from existing domestic industry and new entrepreneurs, servicing the requirements of incoming foreign industrialists, provision of serviced industrial sites etc. To promote the overseas activities, the Study Team has, however, suggested the creation of one single agency. Competition between countries seeking to attract mobile manufacturing investment is extremely severe. This demands



foto by P. Elisabeth

*Michael Boyd: optimistic blarney.*

a highly professional staff, adequate back-up facilities, clear direction, and appropriate accommodation. The costs implied will be high. A joint effort for all the six islands therefore seems advisable.

#### 'Questions'

There seems little doubt that the promotion of export and the wooing of inward investment are a must to help alleviate the unemployment problem and the economy in particular. Likewise there seems little doubt that the Irish advisers and their Antillean counterparts have done a thorough preparatory job, which is already paying off. A most important question, however, is how fast the government will act on the submitted proposals, in particular with regards to the tax regulations. Visiting industrialists will care little about ideas, the implementation of which is as yet uncertain. Another question is whether the Antilles will be able to keep their already relatively high wage level within bounds. Looking across the ocean to Ireland one wonders if their high inflation rate (19% last autumn) and consequently rising wage-costs will not undo the advantages of their incentives' package. A development which the Antilles will have to watch carefully if they wish to reap the benefits of this promising work of industrial development planning. ■

# Economic survey:

## *Sizable surplus on balance of payments for 1980*

Recently some statistics became available on economic developments at home as per the turn of 1980. Statistics, and in particular those containing economic information, are rare in the Netherlands Antilles. Besides, very unfortunately they are seldom up to date. Sometimes they are published years after the period or date concerned, thereby reducing their value substantially despite all the efforts made to collect and process the data. Even the central bank experienced a delay in its publications due to a lack of trained personnel. This institution compiles quarterly statistics on monetary and external developments. The monetary statistics refer to money and credit; the external data include payments to and from foreign countries. These surveys, like most statistics, are compiled on a national basis. However, due to the geographical fragmentation of the economy an analysis per island would be preferable.

The statistics showed that the balance of payments for 1980 recorded a sizable surplus. The foreign exchange reserves held by the central bank and the private deposit banks increased by f. 56.1 million. It also became evident that only part of it was earned and about f. 20 million was granted by the Dutch Government as special aid to alleviate the burden of interest and redemption payments.

During February the first draft of the external cash flow survey for 1980 became available at the Central Bank. This survey differs somewhat from the official balance of payments but is still a useful tool in analysing the external relations, which, because of the completely open economy, reflect domestic economic activity, employment and national income.

### Surplus

While the surplus for 1980 might occasion a feeling of relief, a closer look does not justify an attitude of satisfaction.

The surplus is largely due to receipts from the offshore sector because of tax payments and domestic operational expenditures, as well as from official capital from the Dutch Government. Offshore

tax payments rose by 55% from f. 62 million to f. 96 million.

The item other services, including other domestic operational expenditures by the offshore companies, more than doubled on a net basis from f. 38.4 million to f. 80.5 million. Government capital increased by f. 41.9 million from f. 72.8 to f. 114.7 million, including aforementioned special aid. The value of imports, including imports for the tourist-oriented sector, but generally excluding oil and related products, rose by f. 208.5 million or about 16% to a level of f. 1530.2 million. This rise in imports is in line with the general price increase which for the sake of convenience may be supposed to equal the consumer price index, resulting for 1980 in 16%. The export of goods is trifling when compared with the

amount of imports and consists almost entirely of transit trade. The huge trade deficit is in a large part compensated by revenues from transportation and tourism, as well as from the offshore sector and by remittances from the oil refineries for payment of domestic expenditures. The next table provides a summary of the foreign payments during 1980.

The item net services and income also comprises the remittances by private persons and by the oil refineries as well as the amount of statistical differences. Income mainly consists of interest payments and distribution of profits. Because of the strikingly high part of equity capital provided by foreigners the income category always records a large amount of foreign exchange outflow.

### Balance

The balance of current payments deteriorated by almost f. 50 million. However, it is too early to judge the impact of this change. More detailed information is needed on savings, investment, domestic spending and the transactions of the oil refineries.

The transactions of the oil refineries are not included in above-mentioned survey; only their remittances from foreign banking accounts to local banks for local expenditures such as wages, taxes and other domestic operational costs are shown.

The total amount of these remittances declined from f. 298.4 million in 1979 to f. 270 million in 1980, despite higher payments for wages. However, the oil refineries were able to collect more money from sales on the local market.

External payments; f. millions.		
	1980	1979
net merchandise trade	- 1.272.4	- 1.083.8
net services and income	+ 1.241.3	+ 1.102.1
balance current payments	- 31.1	+ 18.3
net capital payments	+ 83.2	- 5.7
change reserves	+ 52.1	+ 12.6

The price of gasoline remained almost unchanged due to government regulations, but proceeds from other products such as fuel used by the electricity and water plants increased substantially. As most other countries in this world the islands of the Netherlands Antilles are coping with an energy problem. All the oil has to be imported. The increasing energy bill, however, is not shown in the external cash flow survey by higher imports but by less remittances. The result is the same.

The surplus on the overall balance of payments is remarkable in view of accelerating energy prices and higher inflation but is in part caused by a net inflow of capital payments. Government capital improved owing to substantial higher receipts of development aid amounting to f. 142 million in 1980 compared with f. 87.9 million in 1979.

Private capital improved from a net outflow of f. 78.5 in 1979 to f. 37.5 million in 1980. Changes in foreign accounts held by the private sector accounted for most of this improvement. In 1980 the total amount increased by only f. 1.7 million compared with f. 23.8 million in 1979. Other positive factors were less purchases of foreign securities and real estate abroad, higher borrowing by banks and other companies abroad, whereas foreigners bought more real estate, especially on St. Maarten.

### Supply

The surplus of f. 52.1 million on the balance of payments, irrespective whether or not this amount has been earned by trade or rendering service to foreigners or granted as development aid or borrowed abroad, means money creation at home resulting generally in a higher money supply. As per the end of 1980 the total money supply amounted to f. 983.9 compared with f. 874 million at the end of 1979, showing a difference of f. 109.9 million or 12.6%. In addition to the inflow of money from abroad the domestic banking sys-

tem created a net amount of f. 57.8 million through credit extensions. The private sector demanded f. 74.5 million, whereas the island governments reduced their outstanding credit facilities; the central government's net credit position remained unchanged. The demand for credit by the private sector differed per island. The demand on Curaçao was very moderate, growing at an annual rate of about 6%; on Aruba, however, a rate of about 13% was recorded and on St. Maarten the demand surged by 25%, reflecting the investment boom in tourist-related real estate development and promotion.

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The narrowly defined money supply comprising banknotes in circulation and checking accounts rose only 6.5%, which is also the result of differing developments per island. On Curaçao a growth of 16% was recorded which is in line with inflation. However, on Aruba the total amount of checking accounts declined by 18%.

### Survey

Also released in January was a survey of the National Accounts for the period 1972 through 1977. This survey provides information on economic concepts such as Domestic Product and National Income, Financing of Capital Formation and External Relations for the A.B.C. islands in total as well as per island separately. Domestic Product comprises the total of all productive performances represented by the payments for labor and capital. Payments for labor services constitute wages, salaries and social security contributions; payments for capital

services include profits, interest and rent.

National Income is calculated by adjusting the amount of Domestic Product for net income paid to foreigners; by adding the amount of development aid granted without a quid pro quo the result is the total of National Disposable Income. This total may be used to measure the development of welfare in the Netherlands Antilles. National Disposable Income amounted to f. 642.6 million in 1972 and f. 1.250.9 million in 1977.

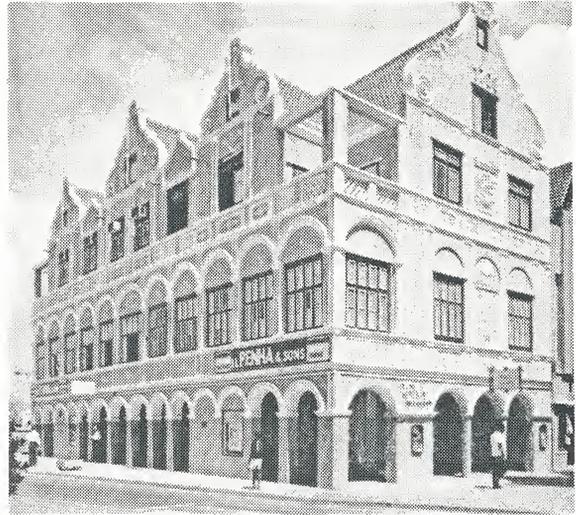
The increase is in part due to inflation. The consumer price index based on 1972 = 100 results in 167.5 for 1977. Adjusted for this price increase the amount of f. 1,250.9 million will fall to f. 746.8 million. So the real increase during these five years is only f. 104.2 million or on an average f. 20.8 million per year. That is a small 3% growth. The growth per capita is even smaller. In 1972 the A.B.C. islands had 220,000 inhabitants which was increased to 233,000 in 1977. This means a per capita income for 1972 of f. 2,920.— compared with f. 3,246.— adjusted for inflation in 1977 or a real growth of f. 326.— resulting in an annual increase of only 2.1%. The nominal amount per capita income grew from f. 2,920.— in 1972 to f. 5,368.— in 1977 on an annual growth of almost 12%.

The Net Domestic Product climbed during this period from f. 792.5 million to f. 1.406.6 million. However, adjusted for inflation and calculated per capita no improvement at all was recorded; 1972 showed an amount of f. 3.602 compared with f. 3.604 in 1977. This stagnation is in part the result of the bad performance of the oil refineries which in 1977 recorded substantial losses. These losses occurred due to changes in the U.S. policies, in particular the Crude Entitlement Program, resulting in increased protection of refineries in the U.S. and U.S. Virgin Islands. Recently these energy policies were abolished by President Reagan, which will enable Shell Curaçao and Lago Aruba to recover their traditional markets. ■

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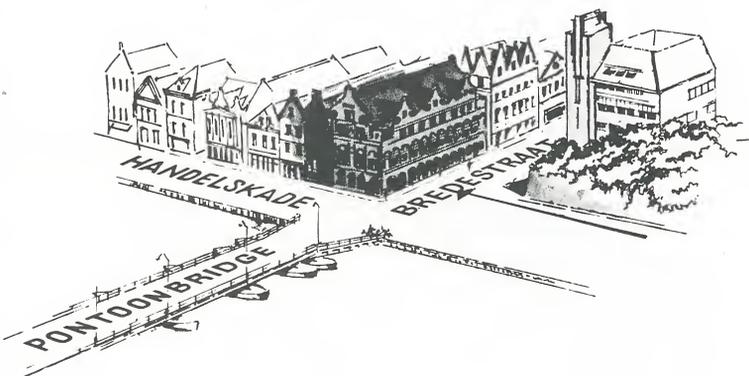
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# Shell and COT versus Curacao

by Wim Luiten

The court of Justice has declared two tax ordinances of the Insular Territory as having no binding force. The amounts already paid on the basis of these ordinances have to be given back. With this startling judgment a new phase has set in, in the conflict that has been going on for years between Shell/Cot and the Insular territory of Curaçao. The final say in the matter is now up to the Supreme Court of the Netherlands.

## 'Tax Freedom'

Curaçao Oil Terminal, a transshipment company for oil and oil-products was established in Curaçao in 1973, after having obtained from the then Prime Minister a promise of exemption from taxes.

This promise was formalized in the Central Government Decree of June 10, 1976. In this decree COT was granted among other things exemption from profit tax on profits made in its enterprise. The insular territory did not agree with this. Subsequent negotiations between the insular territory to the effect that Curaçao might participate in the profits came to a deadlock. After that the island announced that it would start levying other taxes. In 1977 two tax ordinances were enacted. Because the insular territory is not authorized to levy profit taxes, the tax regulations were referred to as environment taxes.

## 'The case'

The most important regulation is the Tank Tax Ordinance, levying a tax on the presence of a tank above the ground.

The other is the Bullenbaai Ordinance, levying a tax on the presence of objects (piers, transshipment installations, vessels) on the water and ground at Bullenbaai. Pursuant to these ordinances Shell and COT up to this moment have

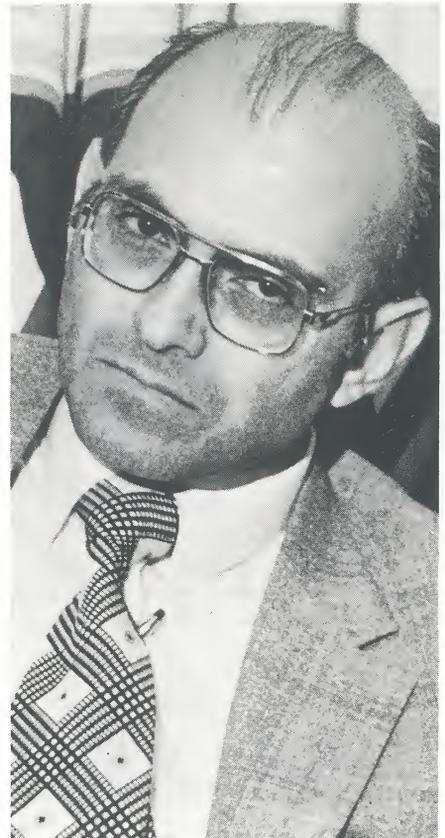
paid an amount of f. 80 million to Curaçao. The expected revenues for 1981 were f. 22.5 million. Shell and COT never accepted this situation.

A summary process was instituted, which they lost. They also lost the appeal made against the summary process. Subsequently the case was instituted in the principal before the judge. This case was also lost by Shell and COT.

Finally on appeal against this last judgment the companies were successful. The judge ruled in their favour.

## 'Social implications'

The significance of the case is evident. The ruling of the court puts Curaçao in enormous financial problems. The falling away of



*The court's president: J. M. Saleh.*

the budgeted revenues of f. 22.5 million will on short term cause severe liquidity problems.

The reclaiming of the f. 80 million already paid means bankruptcy for the island. Moreover the case has a sharp emotional side.

A multinational making high profits on an island with a large unemployment and a shaky financial position and not willing to pay taxes on these profits is politics-wise hard to digest for some groups.

Others on the other hand point out that in order to be able to attract investors in the future, it is necessary that tax-exemption promises be kept, even though the



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enterprise concerned makes unexpectedly high profits.

### 'Juridical angle'

Apart from these financial and political aspects the case is also juridically interesting. The fundamental difference between this last judgment and the three previous ones is that in the last judgment the judge "sees through" the tax regulations. The judge calls the taxes profit taxes, because their objective is to skim off the profits. The earlier judges were not willing to take this point of view. They took the more formalistic position; a profit tax is a tax in which the amount of the assessment is directly related to the amount of the profit. This was not the case here because not the profit itself, but the tanks and objects at Bullenbaai were the tax-objects and so there was no question of a profit-tax.

The Supreme Court of the Netherlands will have to make a choice between these two totally opposing views.

### 'Judge and Legislator'

Another interesting point is the judge's allegation on appeal that even if there was no question of a profit-tax, it may in any case be concluded that the island has misused its legislating powers. With this pronouncement we are now dealing with the theoretically difficult problem of the relation between judge and legislator. To what extent may the judge decide whether a legislation is correct or not. Can the legislator elected in a democratic manner be overruled by a judge who is not bound to account for his judgment to anyone? The judge no doubt may judge acts of government and declare them invalid if they are of such nature that no reasonably thinking governing person could have committed them. But is this also possible with regard to legislation?



*Courthouse in Willemstad.*

foto by P. Elisabeth

The point of departure in our system of law is that the judge may not intervene in the intrinsic value of the law. Maybe the Supreme Court is going to nibble off a bit from this starting point with reference to this question.

For the rest it appears from this case how convenient it is that the Dutch Supreme Court is still entrusted with the cassation for the civil administration

of justice in the Netherlands Antilles.

### 'Opinions'

Different social groups have very divergent opinions about the correctness of the insular ordinances. In the judicature itself there apparently exists a difference of opinion on the acceptability of the tax regulations. By submitting the judgment in last instance to an external body a certain measure of objectivity may be attained.

In any case this judgment in my opinion demonstrates how imperfect justice is as an instrument for structuring social developments. Although the result of the latest judgment was exactly opposed to the three preceding ones, all four of them are sound judgments. Apparently also in the judicature the subjective element plays a large part. And yet this is hard to accept, especially in this kind of politically charged questions.

### 'Courageous'

Finally I am of opinion that the judge cannot be denied a certain amount of courage. After an earlier interlocutory judgment in this case there were indications that the final judgment might well be unfavourable for the island. In considerably large circles the idea existed that because of the social consequences involved, it would not be very probable that the ordinances would be declared not binding.

That a judge, thinking that a certain measure is juridically unacceptable, upholds that opinion even if the consequences are painful and will not be accepted graciously in broad circles, cannot but be praised.

The independence of the judge, who in a small-scale community like ours can easily enough come under pressure, is more than evident. And that in any case is the positive side of this important and sensational case. ■

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## PEOPLE



Working for VIVA, Holland's popular magazine for young people, photographer **Martin Robbe** was recently seen shooting fashion pictures along Aruba's beautiful beaches. Explained Martin: 'the Caribbean islands are ideal for my kind of work. Colours are deep and rich. The steady tradewinds give the most playful and natural effects. This first visit will certainly not be my last'. Nor will it hopefully be for charming nineteen-year old model **Anne van Brussel**. Discovered two years ago Anne, of Belgian nationality, is rapidly becoming a world famous model.

Based in Paris she travels all over the world if not for modelling then to find a turquoise iguana for her animal loving boyfriend back in France. She did not find one on Aruba.



Journalists are born not made. **Iegje Wilson** found this out early in life. Writing regularly for Sint Maarten's Clarion the fourteen year old teenager is the youngest journalist of the Windward Islands of not of the Netherlands Antilles. Her interest was awakened by watching her mother **Elsje Wilson**, who is a correspondent of the Beurs en Nieuwsberichten. Iegje writes a column about activities and opinions of young people. Clarion's editor **Saresa Grey** expresses surprise at the quality of Iegje's articles.



Spokesman for the Windward Island delegation, which showed a surprising unity at the RTC, was Curaçao born — be it from St. Maarten parents — **Jacky Voges**. Saban leader **Will Johnson**, asked how on earth he could have agreed to entrusting this S.O.B. with such an important position, is reported to have answered in typical Windward Island style: yes, but never forget mr. Voges is 'our' S.O.B.!!!!



Lobbyist to the ongoing Madrid Conference, which is to evaluate the Helsinki accords on human rights, dr. **William Korey** recently lectured at the University of the Netherlands Antilles on Curaçao. Invited by B'nai B'rith dr. Korey informed the Curaçao community about the extremely slow progress made in Madrid. Having staged a filibuster holding up agreement on the agenda of the conference, the Russians thereafter proved to be masters in language twisting.

Most Helsinki agreements were interpreted by the Sowjets in flagrant denial of their intended meaning, according to dr. Korey. The agreed promotion of reuniting families for example was undone by Moskou's absurd definition of the concept 'family': man, wife and daughter! Dr. Korey still showed some optimism, however, as such conferences, which are widely publicized, do limit the Russians crack-down on minorities.



"The Netherlands Antilles . . . Curaçao? Interesting place. Quite unique. Much development underway. I like my work here" says **Francis X. McManus**, the United Nations' latest addition to the local scene. Joining a team of six other specialists from the International Labour Office, four of whom are engaged in crafts development, mr. McManus will be advising on promotion and marketing. McManus, who arrived on Curaçao just over a month ago, is no stranger to the Caribbean, having been a journalist on the San Juan Star and a director of public relations for tourism and industrial development for the Government of Jamaica. "Government is heavily involved in industrial diversification and employment opportunity programmes. They are looking to the future and it is an exciting time to be here" says the new promotions man.



Dutch politician **Wijnie Jabaai** kept on hugging Antillean male-delegates to the RTC in The Hague last February. Nasty tongues say that she needs the limelight to assure herself of an eligible position at the upcoming general elections in Holland. Several desperate Antilleans resorted to feigning not to know her. This apparently only spurred on the honourable lady, who kept introducing herself and hanging on to Antillean arms. ■



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# “A mind playful but balanced”

by W. Rutgers

(Poems translated from Dutch)

## *Luc. Tournier: a characteristic of his poetry*



Luc. Tournier.

In 1936, still living in the Netherlands, Luc. Tournier makes his debut with the small volume *Verzen en Penitentie* (Verses and Penitence). Later, when he has finished his studies as a medical doctor, he re-purchases it, having sworn “never more to commit that sin (of poetry) and to spare my patients my poems”.

In this volume the love motif is dominant. This, however, is not a happy self-fulfilling love, but remains a desire, and a game of invitation and retreat. They are love poems used by the writer to do penitence with. The erotically charged poems serve as atonement for a desire considered forbidden by the poet.

This romantic poetry, written in conventional forms, qua atmosphere fits in with the circles in which Tournier moves at the time, his years as a student in Leiden: the circle of the Roman Catholic younger generation centered around the magazine *De Gemeenschap* (The Community).

### POSITION

*I'm very much in love with a young woman  
I love the smooth water  
My brother is a monk at the Maas  
I'll also be one, but later.*

*This city here is a dust-sewer,  
a coal-mine, a crater.  
and man here a money-jew.  
I'll also be one, but later.*

*My neighbour has a radio.  
ah fellow stop that racket.  
Ich liebe dich, du schöne Frau!  
How I wish I also were e hermit.*



The love-motive is to return again and again in his later work. For example in *Don Juan de Dupe* (Don Juan the Victim) of 1956, in which a few of the poems from the first volume are also

included. Just as the poems about love at first went hand in hand with doing penitence, so Don Juan in these poems becomes “the victim” of his erotic desires to which he cannot give in, because he is held in check by his own sense of morality. Here also there is no question of free enjoyment, but of dualistic doubt, of conflict between freedom and restraint.

### IN DOUBT

*she wore a light golden dress.  
I was dancing on the edge  
of my morality,  
and almost lost my bearing.*

*the sun crept up the tree-tops,  
spiders with spiritual heads,  
and I chased from tip to toe a gentleman  
the own fingers off her slender waist.*

*yet her small head kept dropping.  
I bent my shoulders to form a hollow;  
but thought myself fat too conceited,  
too little gentleman, too much a rogue.*



When the war breaks out in the Netherlands in 1940 (Luc. Tournier at that time has already been living in Curaçao for four years), he decides to initiate the magazine *De Stoep* (The Porch) with Frits van der Molen and as from that moment again occupies himself intensively with literature. In addition to a large number of poems in his magazine, this also results in the small volume *Kleine Curaçao Verzen* (Small Curaçao Verses) (1941).

The romantic-conventional love poetry has given way to social poetry, especially concerned with the Antillean community. Holland becomes blurred, Curaçao becomes the island the poet concentrates on. This is the second constant in Tournier's work. ▶

## OUTSIDE

*Neither spring nor autumn,  
but the height of the salt in the pans;  
neither winter nor summer,  
but the time-table of the sun on its course.*

*The glistening earth,  
the flickering sun,  
the heat ever present on earth,  
the love in the mouth.*

*Everyone has his home;  
you may well get bored with it,  
yet I am enticed by quiet and early hour  
in the footprints of the lives of slaves.*



After the war Cola Debrot collects a number of Tournier's poems taken from *De Stoep* in the small volume called **Doffe Orewoed** (Dull Orewoed), which was published in 1948 and reprinted in 1980. We once more see the development referred to above clearly mirrored in the four sections of this volume.

The love-motifs must give way to social ones. Especially the war plays an important role, with feelings of hatred and thoughts about death. The tone sometimes is ironic, sarcastic and cynical. Romanticism hardens into: learn to hit back hard, to show your teeth, to defend yourselves against solitude and death. The "orewoed", which is middle Dutch for "ecstasy", becomes dull and loses its splendour. Romanticism is replaced by reality.

## TRANSIT

*A cello  
sings a long way from home  
Is it in transit?*

*A woman screams, sobbing,  
towards a cross:*

*"I want to be done away with,  
I am not right in the head"*

*is startled  
and folds her cloths more stiffly.*



In **Conversatie voor de prauw** (Conversation before the prow) of 1954 Tournier once more takes up the Antillean motifs. There are two sections, "woman" and "child". The poet holds a conversation with the old and the young negro and the negress and with a chorus of negro voices, all this set up very systematically in two sections of fifteen poems each, in which the negroes are heard more and more and the poet less. Tournier determines his

position, which he sees as in between Curaçao and Europe.

Other motifs are the struggle between death and life, the anguish present in this struggle, the dualism between spirit and dogma, feeling and thinking, freedom and restraint. It is the last motif that he is most concerned with during the "conversation". The poet struggles for freedom, but circumstances make it impossible for him to attain this.

## THE POET

*the combination of the things  
in one man is terrible.*

*I sat  
years ago in a  
monastery, with a view  
on the swaying fields  
at the master river Maas;  
at my back  
the overloaded world in the minds  
of the monks.*

*they pushed  
and quenched the tranquility  
of a flickering haze blanket  
into water that radiates  
along stakes of anguish  
bidden deep within ourselves.*

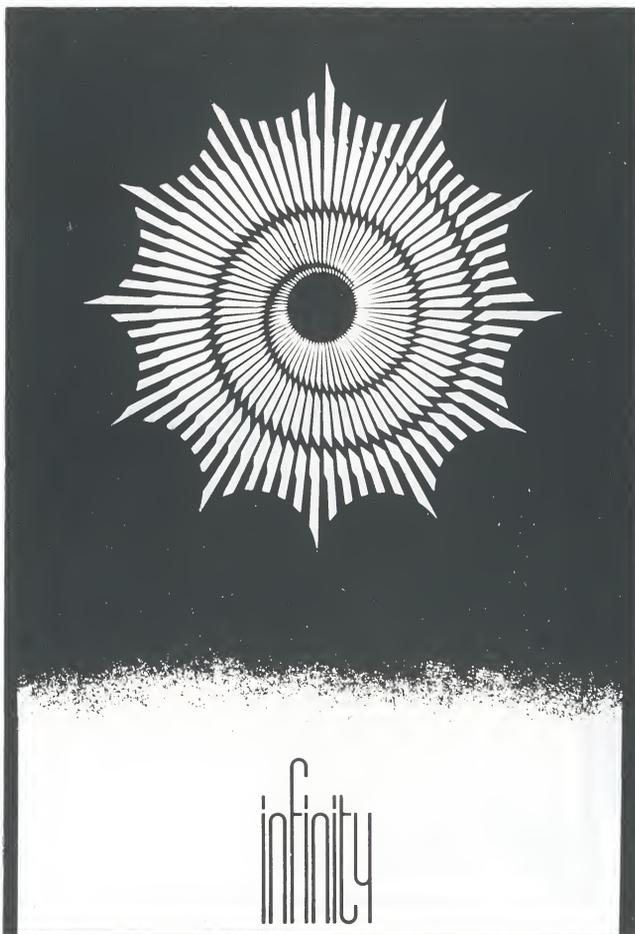
*much later in a hospital  
I sat on the veranda,  
my feet between railings,  
trembling anxiously because of loss  
approaching in sliding light.*

*between the monastery  
and the Maas  
and the veranda in the tropics  
she is dead*

*are God and I  
walking in circles*



In 1965 with the volume **Kunst en vliegwerk** (By hook or by crook) Luc Tournier introduces a new element into his work. Whereas the former volumes were fairly traditional qua form, in the sense that he still often used rhyme and metre, a regular strophe structure, etc., we now find a much more experimental use of language, expressing itself especially in an unconventional use of words and a deviating sentence structure. The figurative language is very personal and through the associations surprising in its originality. Here we see the "difficult" poet, who does not always succeed in giving to his personal use of language a general accessibility, for which he is re-



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proached by the writers of **Autonom** (Autonomous). The poems are often short, the subjects thereof sometimes based on Curaçao, sometimes on Europe and sometimes on personal matters of his own family. From this division, Curaçao - the Netherlands, a self-evident harmony has grown. The author has found a sober and business-like tone, in which romanticism has been completely abandoned. The volume contains poems from the last years of De Stoep (1944 - 1950) and works not published before.

The older poems have often been rewritten; he gives the definition of his position within Dutch literature: "Do not bother me with eighty", and shows admiration for experimental Paul van Ostayen as a congenial soul: he is aware that he is bringing something new. I consider this volume very important within Luc. Tournier's work, although he himself relativates its value by giving it the title he did. He is aware that he is doing a balancing act on the slack rope of experiment, in which the chance of failing is at least as big as the chance of having success.

In 1959 Tournier publishes a translation of Federico Garcia Lorca: **Poeta en Nueva York**; it seems as if this translation work contributed a lot to his own formation force as a poet.

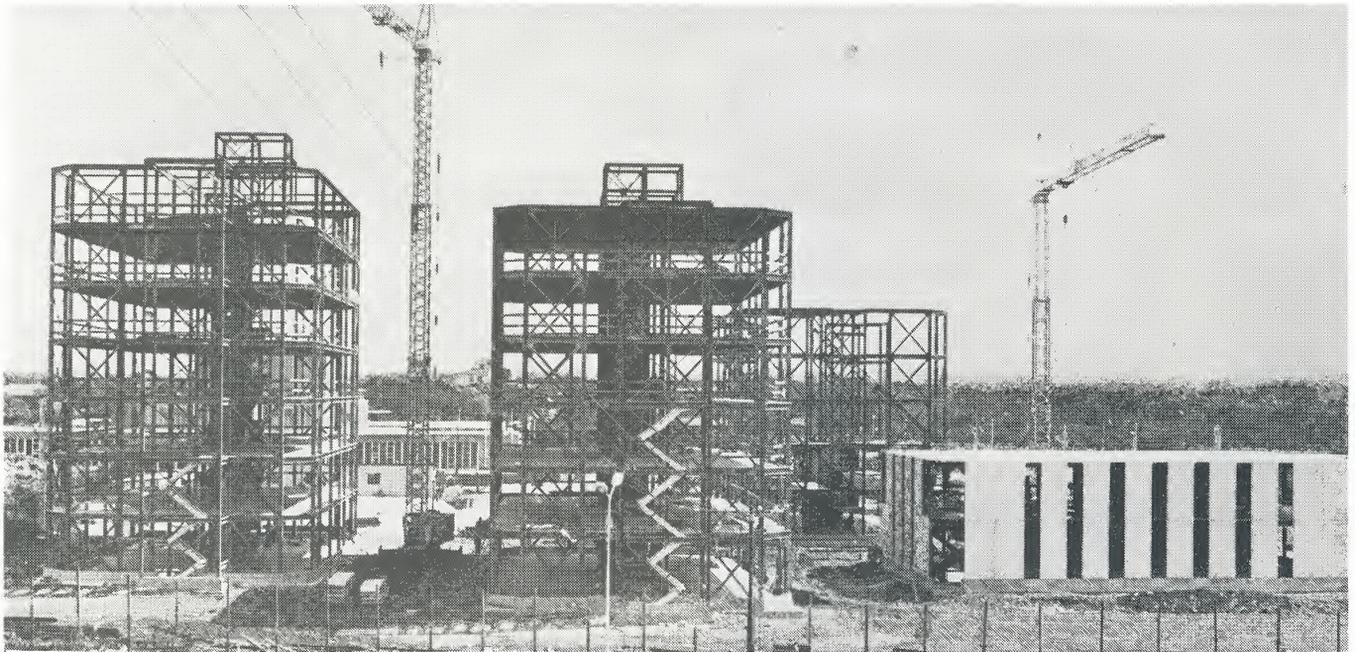
#### OH DEAR GOD

*oh dear god  
if the window-sills were painted red*

*and the visions of our value  
hanging in the sky like birds,  
clustered blue and green, purple and yellow,  
then we would not stand  
as soldiers at the Marne  
and would not coil  
as cobra to a throttle,  
but would sing  
in a play of three cheers  
and breathe: Hosanna man,  
hosanna man, hosanna man and God.*



On May 30th, 1969 Tournier saves a bundle of documents from the big fire and publishes them in the form in which they were found as rough drafts, sketches of poetry, often with many deletions. It becomes **Bij de brand van Willemstad aan het werk aan . . . . brandvrijheid** (At the fire in Willemstad go to work towards . . . . fire resistance.) The person who thinks he will once more find the social Curaçao theme here is mistaken. These poems have nothing to do with the uprising; it is again the first theme: love, eroticism and desire. This, however, once more results in insecurity, loss, fate and death. The poet works symbolically to obtain fire resistance, invulnerability against daily occurrences, but does not find them. Many of the poems have remained in ▶



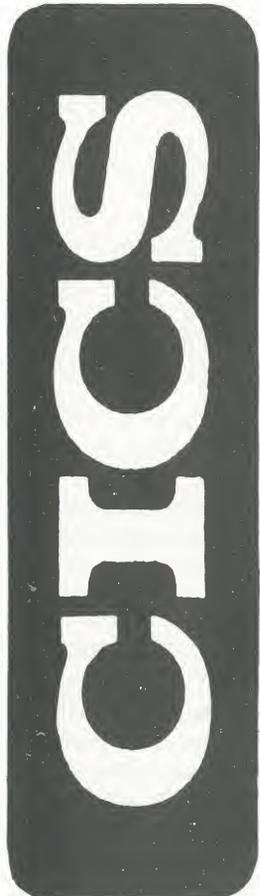
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the experimental phase and are only of interest as a glimpse into the poet's workshop, or as Tournier himself characterized them: as *curiosa*.

*alike alone  
completely without  
without the sole one  
one  
and without the one  
already alone  
and without the other*



An interlude is formed by **Corpulent en minuscule** (Corpulent and minuscule) of 1972, but written in his student years around 1933, with a dedication to "Juliana, Princess of Oranje Nassau", whose contemporary he was at the University of Leiden. The cover is beautifully done, but the contents are not much more than a few flashing thoughts "strewn about in note-books on internal medicine", with a few positive highlights like "Aniviento" and "zijn graf wat dieper graven (Digging his grave a little bit deeper).

*Late puberty*

*In homesickness lies my home.*

*Like the point of light of my eyes,  
that I had just put out,  
are pushed forward the dreams,  
that the jealousy again diverts*



The last volume, **De man van Tortuga** (The man from Tortuga) of 1973, just like *Conversation before the Prow*, forms a large coherent whole describing the journeys of exploration made to our area. The symbolism reminds us of Columbus, who just like a turtle (*tortuga*) reaches the land coming out of the ocean. The language of this volume is very flowery and personal; here we find the experimental Luc. Tournier at his best. Those requiring a poem in the first place to be intelligible will be confronted with a lot of problems in interpreting them. It is very difficult to penetrate the very personal world of symbols used by Tournier.

*THE HORIZON IS GOD'S SEAMAN.*

*Columbus praised the lord a sea of ideas  
green foliage over his butts.  
Dark eyes went without a Venetian mate  
sail on the wind.  
Take ship!; to swarm in off Burgos  
the butts and patio's circled  
as a beehive around Queen.  
Her soldier with armour and visor,  
eternal fire placed the sun on the crown.  
Old crosses called: Do not open the hinge.  
We are afraid of forefathers of the Satan.  
The children and Isabella and her Lord Fernando*

*looked for a doll for Gabriel,  
intimate like a parrot at home  
and open arms full of Annunciation  
appeared Hispaniola, opened Aurora to  
Santo Domingo.  
Bobio, Babeque, Haiti or Quisqueya,  
Tortuga, the turtle, nestled against the island.*



If we look over Luc. Tournier's work, we discover that two themes always come back. On the one hand there is a strongly personal, romantic, lyrical love poetry, which is originally very much Europe-oriented; on the other hand there is a poetry based on the reality of the Antillean society. As regards the former we notice a development from a poetic practice that is conventional to one that is personal and experimental. Tournier is a searcher for roots, for origins of existence. In doing so he explores his own inner nature, this especially, and his surroundings in a direct way or in a very wide context, comprising many places and times, and preferably the oldest history of the Caribbean area: The Indian cultures. In the "collected poems" **Geen droom maar eeuwige verte** (No dream but eternal distance) of 1977 not much is any longer to be detected of this involvement with the Curaçao community. The (strict) selection has been made by Tournier's poet-friend Laurens Vancrevel, who may mainly have taken into account the European readers. At the end of this volume a few poems that have not been published before appear in the sections "Geneeskundige dienst" (Medical service) and "Het landbouwbedrijf" (The agricultural industry).

Qua thematic there are two worlds in Luc. Tournier's work, but whereas this two-fold character often leads to a duality that cannot be converted into unity, whereas the attachment to functions in society forms an obstacle to the poetic mind, through his playfulness in language and spirit he is able to strike a balance between the two. The tropics and the Netherlands, the new and the old fatherland, the doctor and the poet, we find united in one of the last poems from the volume of collected poems:

*GENTLEMAN OF THE TROPICS*

*The old gentleman  
canary yellow,  
in which the salt  
has exhausted itself,  
plays from the underchin  
always in rage.*

*The old lion roars  
unheard  
the equator,  
scrambles on shield,  
tail in block  
and starts singing "Je  
maintiendrai"*

# Maduro's Travel opens office in Miami

Recently the largest travel organization of the Netherlands Antilles opened an office in what is increasingly considered the unofficial capital of South America. Not an everyday occurrence. AR, interested in the underlying motives of Maduro Travel to extend its activities to Miami, talked with general-manager Dick van der Werf.

- Rising interest of a score of South-American airlines in Miami as an alternative and much cheaper connection to and from Europe, has made us aware of a new and as yet unexplored market. Our objective is to attract European tourists — who making use of the promotional fares on the transatlantic route plan to spend their holidays in Florida — to

hop over to our islands for part of their projected vacation.

- To understand the present situation with regards to the South America-Europe connection, one should keep the following in mind. Transportation between these two parts of the world goes via the midatlantic route and is called high-yielding transportation. Fares are relatively high. As is well known the middle income groups, so predominant in Europe and elsewhere, hardly exist in Central and South America. Traffic to and from Southern Europe is to a large extent determined by ethnic ties. From and to Northern Europe on the other hand one finds mostly business and tourist traffic. Of course there exist so-called promotional fares to stimulate tourist traffic, but not a single one of the airlines wishes to see the 'mix', i.e. the proportion between high and less high tariffs, disturbed. As a result the break-even point of the midatlantic route is much lower than on routes like London-Miami, which in turn increases the chances of profits. The two big airlines with a substantial share in this traffic, viz. the Lufthansa and the KLM, therefore may be expected to do everything in their power to prevent some of this traffic from being funnelled off. Aruba and Curaçao apparently find themselves trapped in this situation. There is, however, a development under way that cannot be stopped.

- South American airline companies that do not fly to Europe but do touch down in the USA, as for example Aeroperu, Faucett



foto by P. Elisabeth

Dick van der Werf tending to customers.

(also from Peru), Lan Chile, Ecuatoriana and others have started to woo companies taking care of the transatlantic connection. As a consequence considerable numbers of passengers now change planes in New York or Miami. Even though they have to go through U.S. immigration and customs and sometimes also have to spend a night there, the savings are such that they do not mind. With so much attention being paid by others to Miami, the demand also arises for transportation Europe-Miami-Neth. Antilles, and if this is not yet the case, we shall have to create that demand.

- Take a look at the thousands of passengers flying from Europe to Florida every week. If only we could attract 1 or 2% of that crowd to visit the Netherlands Antilles!

- To do so one needs a base from which to render the appropriate service. A costly affair! That is why we plan to get our earnings primarily from regular travel bureau activities in Miami. Then the expenses resulting from the services for above mentioned tourist flow will not put too much pressure on our budget.

- The main thing is how to market a product like that. How do you say in a pleasant manner that in the winter it is much more agreeable in the Netherlands Antilles than in Florida and in

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summer much less oppressively hot than in Miami? In addition you also have to make the one week in the Antilles attractive price-wise. After all we are not the only islands in the Caribbean offering the above mentioned advantages.

- As to your question whether this will not result in detracting from the KLM-traffic on the mid-atlantic route, I dare say that this will not be the case. You are not going to find a single tourist who is willing to cross the ocean twice for just one week vacation in the Netherlands Antilles. But the people going to Florida for 2 - 3 weeks no doubt would like to spend a week here for variety's sake. This is simply a completely new market that has not yet been tapped.

- Because of the enormous competition on the route between Europe and Miami the fares will remain relatively low and we also should profit from that. The Netherlands, Miami and the Antilles form the triangle we have now discovered. We are ready for action!

- Our greatest problem is support. Look, the earnings of a tour operator are based on being able to print a nice colour-folder and making propaganda in a modest way for the product you are selling. Tourism is an insular matter, and maybe rightly so, but the fact is that in Europe you have to advertise a region, which implies considerable costs.

- The European tourist has to be able to make a choice between the pontoon bridge and the gables in Curaçao, a bare-feet holiday in Bonaire and beach and nightlife in Aruba. Only to mention a few of the facets involved. Also if he wishes to do so he should be able to see and enjoy all three of them. We really do not lack for examples of how it is to be done, but who is going to carry it out?

*And with this question mr. van der Werf raises a challenge, which hopefully will not go unnoticed. ■*

## INTROSPECTION

### Blackmail

First Fedjai complained at the counter. Then, when he was hustled to the department head in a quiet room, he complained to the department head. Finally he had a disorderly meeting with one of the bank-directors who tried to explain to him that the bank refused the loan on business considerations and not for the fact that he was coloured. "As a matter of fact", the bank-director had said "I have quite some coloured clients who have received loans". Fedjai then asked him if he would let his daughter marry Fedjai's son and apparently at that point both became too excited to continue the meeting.

- Now Fedjai sat there and complained to me about the fact that everybody discriminates against poor people. I felt obliged to pay for the coffee which he had ordered when he came to sit at my table.

- "You see," he tells me "the fellow said that he would also refuse me a loan if I was a Jew or a white protestant." It is true, I know, that my friend Fedjai does not have a job or property or any source of income to qualify him for a loan. But

he has a strong argument: "Why would I need to borrow money if I have a job?"

- The cafeteria at San Marco is now closed. But that day I found myself listening again to the particular opinions of Fedjai. "Morals", he said "social values and religious beliefs have devaluated. Too many people are too easily filled with indignation and outrage on too many moral issues. True emotions and sincerity are lost." He went on to explain that by overexpending emotions we did create emotional inflation "and all those values have become like paper money."

- "The bank-director even accused me of anti-semitism when I called him a bastard," he said "but would you consider me anti-semitic if I did?"

- By that time we both had enough coffee and I was planning a cautious retreat.

"You know," I said "you are poor but nobody pays attention to it. You are a friend who sits down at my table whenever you see me sitting here and it is always a pleasure to hear your stories and to pay for your coffee. If I have something to say I give you my opinion straight!"

"But would you accuse me of anti-semitism?" "No I said "anti-semitism is too complicated." It was a mistake.

- First he became indignant for the fact that I apparently underestimated his intelligence, or at least his capacity to be or to become complicated. Thereafter he accused me of discriminating against the stupid and the poor. And then, when I denied his charges, he looked at me with penetrating eyes and when it came I was not surprised: "Would you lend me two hundred guilders?" I left before he could ask me if I would let my daughter marry his son.

Considering the fact that Fedjai has no son, it is embarrassing that Fedjai discriminates against me. After all: why me? ■

E. Z.



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# The drinker will always be king



## 'Deceit'

A chance as well for those who would rather make money than wine and tried to fill up the customers with questionable qualities, which the connoisseur would push aside in disgust under the epithet "Château Migraine". Skilful deluters, crafty sulphurers and imaginative label printers managed for a long while to deceive the uninformed. Until the tides turned and knowledge about wine increased so much that this tactic was perceived and rebuked by an increasing disgust for fusel. The public was thereby strongly supported by the legislator who tried to dam small and big swindlers by imposing restrictions on wine cultivation and trade both on the national and international level. At this moment it is

In the framework of a journalistic workshop one of the editors-in-chief of the Elsevier recently visited the Antilles. Among other things the wine magazine "Bouquet", considered the "wine bible" in the Netherlands, is published under his responsibility.

This was our chance to ask him to start with a wine column for the Antillen Review, in which we will endeavour to bring the reader closer to the thrilling world of wine – a world that in the last years has gone through a real population explosion and in which exciting things are happening.

It is therefore with great pleasure that we present to our readers the first product of his pen. If there are any questions, the author will be glad to try to answer them. In Vino Veritas!

The time is long past when the average lover of a good glass of wine just barely knew the difference between red, white and rosé, but bothered little about the content of the glass he brought to his lips. Likewise the time is behind us, when notaries, doctors and priests or their equals were the only ones who with appropriate seriousness would pull open a fine Bourgogne or a hearty Bordeaux and air their knowledge thereof in unintelligible terms.

In other words: wine has become strongly popularized in the past decades and especially in Europe

and the new world enjoys an ever-increasing interest. Here and there at the expense of beer and other distilled beverages. Even though the total use of liquor per head of each thirsty population still tends to increase, no matter how labouriously some economies are plodding along the valley.

## 'Faster Wines'

This development has enticed the wine farmers, with the French in the vanguard, to increasingly manufacture "faster" wines. As a result the real high kinds like the French cru's allowed themselves to be supplanted in the mouth to the benefit of the more readily drinkable kinds. Price determination also played a part in this: through lengthy storage, bad wine years and increasing expenses of wine cultivation the "great wines" became so expensive that the daily drinker thought several times before uncorking an acknowledged chateau-wine with his steak.

Thus a chance for the "fast drinking wines", which consequently appeared in large quantities on the market and invaded the department stores.



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really not that easy anymore to tamper with wine, although there are always shrewd fellows who try to give a one time slap on the table and vanish into thin air afterwards. Not so long ago German wines of a bad year turned up, which were made stronger by sugar additions and subsequently passed off as a successful and therefore expensive product. And the scandal in the French Bordeaux, through which a number of tamperers brought about their own bankruptcies, is still fresh in our minds.

**'Ocean of Wine'**

The "alternatives" have learnt much from these affairs, even though a lot of messing around with quality and price now and then used to take place there a couple of years ago. You may remember the wine farmers' revolt in the Provence, when the Italian competitors threatened to spoil their market with a better and especially cheaper product. Since then Provence wine has improved by leaps and bounds and the French legislator has provided a

couple of outstanding ones with the title "Appellation Controlée" as a guarantee for quality.

What's more, for a long time now everything that glitters has not been French. The Californian wine culture has thrown its technological know-how into the strife and together with the South-African has secured a permanent place. The Australians are catching up, the Austrians are getting closer, the Yugoslavians are sharpening their knives and the Italians are in the starting-blocks together with the Spaniards. For an enormous lake of wine is made outside France — we tend to forget that Italy is the largest wine producer of the world — which can only be sold, if the drinker can be assured of quality at an acceptable price.

**'Second labels'**

The great French Châteaux, which in spite of everything still can dispose of the ideal balance between climate, type of soil and "wine-instinct" have realized here and there that they run the risk of

losing the battle, if they do not change their course carefully from snobistic toppers to payable averages. In the coming years we shall therefore see so-called "second" labels appear on the market, which will be much cheaper than their illustrious forebears, but which have been manufactured with the same care and attention, at least that part that is noble liquid. This development can only be advantageous for the wine lover. If he wants to buy real storage wines, this will still be possible; if he prefers a supple drinking wine of nevertheless acceptable quality, then he will increasingly also be able to get them at his retail spirit dealer's.

That dealer will have to do his utmost to keep pace in the turbulent wine world and so both the wine farmer and the wine trade are preparing themselves to deal with a new era of popularization of the good glass, which was already praised in the Bible as one of the most stimulating products on this earth. ■

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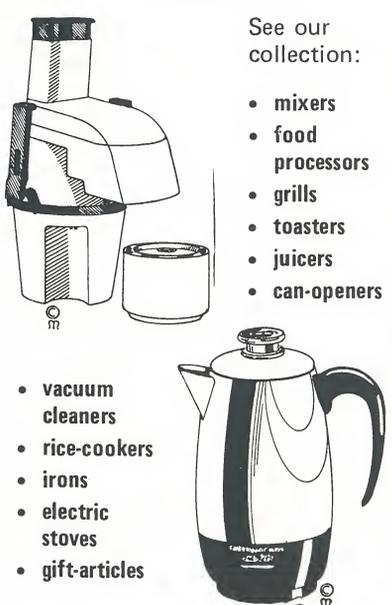
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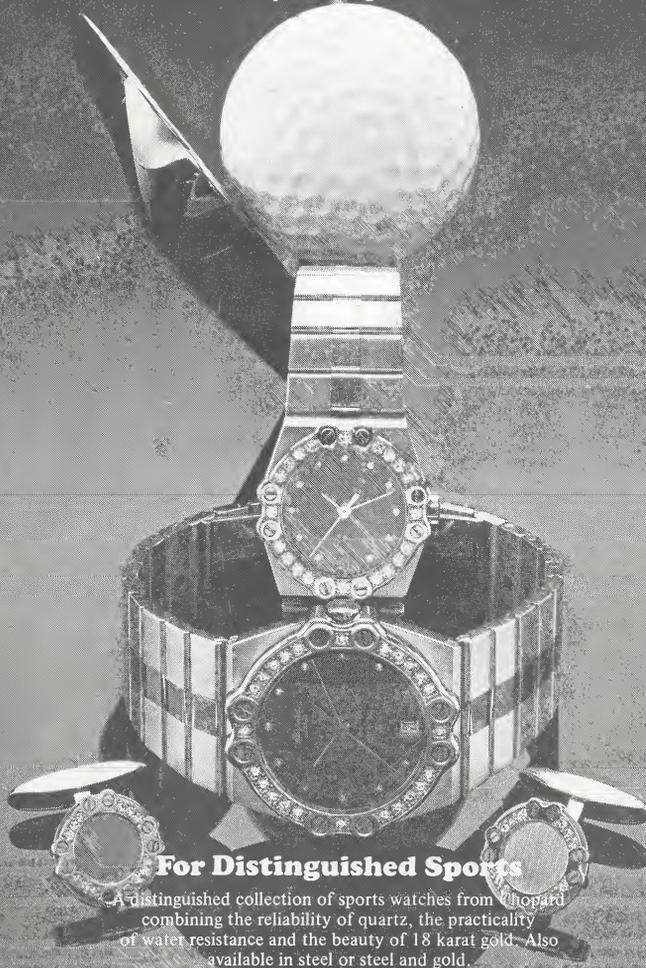
  
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